THE

# North-China Herald

AND

# SUPREME COURT & CONSULAR GAZETTE.

VOL. X., NO. 304. SHANGHAI, FEBRUARY 27, 1873. PRICE, TLS. 12 ₱ AN.

NOTICE.

MR. WILLIAM ALEXANDER STUBBOCK is authorized to sign our Firm from this date.

ELLES & Co.

5ma 13 Amoy, 1st Jan., 1873.

NOTICE.

MR. JOHN BLAIKIE MANSON is authorised to sign our firm from this date.

REID, EVANS & Co.

29fe 12 Shanghai, 21st Jan., 1873.

NOTICE.

THE Interest and Responsibility of Mr. H. H. WARDEN and Mr. DAVID KING, JR., in our Firm, ceased on the 31st December last.

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RUSSELL & Co.

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REGULATION HELMETS, can be had in every variety, of

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o-a-f 19no-73 63 November 20th, 1872.

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o-a-w 16my-73 30 18th May, 1872.

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11de-73 67 December 12th, 1872.

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16my 32 18th May, 1872.

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21fe-73 31 Feb. 22th, 1872.

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a-o-m16my-73 33 18th May, 1872.

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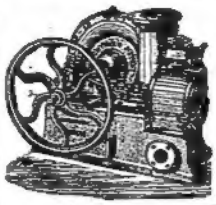

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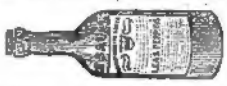

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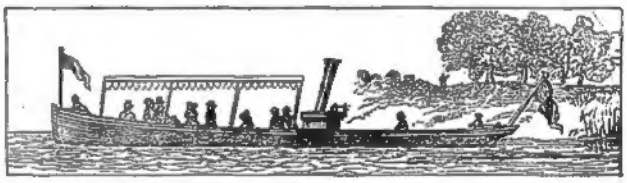

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Prospectuses can be obtained at the office of this Journal.
o-a-f 9-ap73 21 April 10th, 1872.


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THE

# North-China Herald

AND

# SUPREME COURT & CONSULAR GAZETTE.

VOL. X., No. 304. SHANGHAI, FEBRUARY 27, 1873. PRICE, TLS. 12 ₱ AN.

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Latest Mail dates in England, from China.

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|---|---|
| Hongkong, ..... Nov. 22 | Received Jan. 6th. |
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## The North-China Herald.

*IMPARTIAL, NOT NEUTRAL.*

SHANGHAI, THURSDAY, FEB. 27, 1873.

### RETROSPECT OF 1872.

JAPAN. The past year has been only less remarkable, in the history of Japan, than its predecessor. In August 1871 was launched the startling proclamation which abolished the feudal system, reduced the princes to nobles, and centralized all power in the hands of the Government. People could hardly realise that such a change had been accomplished peacefully; and hardly dared hope that it would be permanently accepted, without violent opposition from some of the Conservative party. The past year has removed all doubt. The new system has stood untouched, if not unquestioned, and other reforms have been effected with a rapidity as startling as was the greatness of the first change. While the young Emperor of China was still kept hidden in his gilded palace, the Mikado of Japan has given proofs of good sense, by receiving visits of the foreign ministers and carrying out the practice of granting audiences to the extent usual in Western countries. His Majesty too has completely abandoned the old habits of seclusion as regards his own subjects, and appears frequently in public, both on journeys between Yeddo and Kioto, and at various public ceremonies in which he has taken a leading part. He has inspected the Arsenal at Yokoska, visited the foreign College at Yeddo, opened sections of the railway between Yokohama and Sinagawa and between Yokohama and Yeddo, received as a guest the Grand Duke Alexis, and generally taken part in the affairs of the world, with intelligence and energy. A treaty (*N.-C. H.* March 7, 21) was negociated in the spring, between Japan and China, but ratifications have not been yet exchanged—on account, it is said, of objections raised at Yeddo to the offensive and defensive alliance clause which it contains. Negociations have been had, too, with Corea, but with what result has not clearly transpired. The prevailing impression is that the Japanese envoy was received discourteously, and that the relations between the two countries are, consequently, the reverse of cordial. But Japan has enough on her hands at present, in re-modelling her own institutions, and will avoid, if she is wise, a fruitless war with her plucky neighbour. The relations of foreigners with the country have been friendly—indeed Japan has shown a sincere desire to cultivate goodwill, both by her conduct at home, and by the mission she has sent to Foreign Courts. The only difficulty she has created redounds to her credit, and will gain for her still more respect and sympathy from civilized nations. We refer to the well-known case of the Peruvian ship *Maria Luz*, which was driven by stress of weather into Yokohama harbour while on her passage from Macao to Peru with a cargo of Chinese coolies. The evasion of one or two of the coolies, and the tales they told of coercive practices on board, led to an official inspection of the ship by the Japanese, who eventually set the whole number at liberty; the Chinese Government was communicated with on the subject, and an official was deputed to go to Yokohama to bring back his countrymen. Peru was very indignant at the proceeding, and loud threats of reprisal were uttered. But, as she would find it inconvenient to encounter the hostility of all the several nations of Europe which have treaties with Japan and applaud her action, she will probably stifle her wrath. The law officers of the English Government have declared the action of the Japanese to be in full accordance with international law.

We said that every desire had been shown by the Japanese Government to cultivate the friendship of foreign nations, but we must make an exception in respect to its intolerance of Christianity. This is the more remarkable as there really seems no deep religious conviction in the Japanese mind, which might involve enmity towards members of a strange religion. Buddhism, the popular religion in Japan as in China, seems to be dying out; a movement by the Government towards establishing Shintoism as the sole lawful religion, has been given up; and there are rumours of an intention to promulgate an entirely new system founded on Christianity. Yet the persecution of Christians seems more or less kept up. The dislike would seem to be rather political in character, a remnant of the hostility caused by the proceedings of Romish Missions, which have excited similar irritation in China. We trust, however, that the Government will soon be better persuaded than to exclude, from among its many enlightened measures, the great one of religious toleration.

We have referred to the Mikado's presence at the opening of a railway in Japan, while the Emperor of China was still secluded from mortal gaze, and his advisers were repelling every suggestion to improve on the native wheelbarrow as a means of carriage. It was on the 14th October that the whole section of railway between Yokohama and Yeddo was opened; and the traffic receipts have increased, since that date, from $7,900 to $8,400 weekly. The line is said to be admirably managed, and freely used. Extensions are being made, and others contemplated. A line of telegraph has been completed

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between Yokohama and Nagasaki, but the inexperience of native operators prevents it yet having its full value. Scarcely less remarkable than these instances of intelligent progress, were the exhibitions opened by the Government in the Spring, and a full account of which, by our special correspondent, was published in the *N.-C. H.* in June. The experiment is to be repeated this year; and Japan will also figure largely in the great exhibition about to be opened at Vienna. Minor innovations of every kind are going on alongside of these greater measures—all commanding sympathy, from the yearning desire which they show to overtake the advanced civilization of western nations, but some bearing evidence of haste and, in the opinion of most foreigners, of erroneous purpose. The anxiety for instance, to build bridges, make roads, and improve the public morals, cannot but be admired; but the abstraction of bells from the temples to furnish metal for constructing bridges and cannon, is a pity; and the edicts ordering the growth of the hair after foreign fashion, and prohibiting the use of the soft mats which formed so marked a feature in Japanese houses, savour of petty interference with popular taste which is sure to excite dissatisfaction, and, very probably, opposition to more important innovations as parts all of the same process of change which is made so tiresome in its details. It is not necessary, in order to raise the nation to the higher models presented by Western nations, to efface the natural characteristics of the people. On the contrary, foreign visitors saw much to admire and like in Old Japan; and regret that so many features of interest are being ruthlessly effaced in a desire for reform which seems to degenerate, in trifles, almost into a craving for change. We are surprised that the expostulations of the foreign press, which really has some influence on the Government, do not convince it of its error. We are glad to see a word on the subject, in a recent number of the *Japan Mail*, which the Government would do well to ponder over:—"Judging from the manner in which the people have hitherto accepted the novel measures of the Government, we should augur hopefully for the future, were it not that there has latterly been on its part too great a tendency to obliterate the past, its historical landmarks, its traditions, and all the associated ideas which make those traditions alike precious and valuable. There is an apparent want of tenderness exhibited in dealing with the nation's memories of times which, though perhaps comparatively unenlightened, are still sources of pride, and might be made sources of strength. We would rather have seen the old customs and modes of thought and methods of reckoning gradually pale and wane before the growing light, than rudely extinguished by edicts and proclamations. It should be enough that the new is introduced; the old will disappear and needs no uprooting."

Neither must we, in conclusion, omit to note another danger which seems to threaten the country. The expenditure during the last few years has been enormous, and the necessity for increased taxation will inevitably arise before long, to bring home to the people another disagreeable phase of the new regime. It is sound economy to borrow for the purpose of improving communication; but it is not necessary to incur an outlay which the nation cannot afford, on expensive missions, and it is folly to adopt at whatever cost every new scheme or thing because it is new and interesting. Missions on a moderate scale are wise; many appliances of Western civilisation are necessary, in the new career on which Japan has started; but the apparent anxiety to acquire everything at once, and with utter disregard to economy, is foolish and will, sooner or later, inevitably cause financial inconvenience. We trust, however, to see the high officials under whose auspices Japan has made such great and intelligent strides, steady to their work and pursue more calmly the really solid improvements they have inaugurated. The country has great resources, in a fertile soil and rich mineral deposits; the effort which is being made to develope these resources will soon bring its reward, if the mark is not overshot by undue haste.

## Summary of News.

The English mail of January 10th arrived at noon to-day.

A homeward mail leaves to-morrow by the P. & O. str. *Sunda*.

Telegraphic communication with Hongkong was restored on Saturday, after six weeks interruption. We have received the following Reuter's telegrams.

Lord Enfield, in replying to Mr. Akroyd in the House of Commons, said, that the English Consular Reports confirmed the existence of numerous coal fields in China, and that Sir Rutherford Alcock tried ineffectually to induce the Chinese to allow English capitalists to work them, but trusted, however, that China would ultimately consent.

The China Submarine Telegraph Company and the Great Northern Telegraph Company have agreed to a uniform tariff of six pounds for 20 words to London.

Yesterday, a debate took place in the House of Commons on Retrenchment. Mr. Gladstone agreed to an enquiry into the Civil Service Estimates.

It is stated that the magnitude of the Khiva expedition is exaggerated. It will probably be composed of 7,000 men.

Congress has rejected a resolution of congratulation to the Spanish Republic.

Spain is proceeding tranquilly in the consolidation of the Republic. Credit is asked for arming the people to replace regular troops. The formation of a homogeneous Republican Ministry at Madrid is expected.

The Committee of Thirty has adopted Dufaure's proposal that the Assembly, before dissolution, should legislate for the Transmission of the Executive Power, and on the creation of a Second Chamber. Complete understanding thereby effected between M. Thiers and the Commission.

Rumours—fusion—Orleanists—Legitimists—resultless. Dupaulong advised Chambord to compromise with Orleanists. Chambord refused.

No European Power has recognized the Spanish Republic. It is stated that the Governments are arranging joint action. The *Times* says that Federalist views predominate in Spain.

Marquis Avila has declared in the Cortes that measures are necessary to preserve independent institutions in Portugal.

A Revolution in Portugal is apprehended. The English Fleet is ordered to the Tagus.

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A meeting of the Race Club was held on Tuesday. It was resolved to pay off Tls. 1,000 in reduction of the loan on the Club property. Sir E. Hornby and Messrs. Coutts, Hitch, Ringer, Grant, Gottburg and Dallas were elected Stewards for the ensuing year; and Mr. Dallas as Secretary. The improvement of the inner course was thought desirable, but the question was left in the hands of the Stewards. It was agreed to raise the weights for the Derby and Leger from 10st. to 10st. 7lbs. And various minor matters were discussed, which will be found noted in our report.

The S. S. N. Co. launced a new steamer yesterday afternoon, from their yard in Hongkew. The weather was fine and there was a large concourse of spectators on board the Company's steamer *Chusan*, which had been courteously placed at the disposal of the public for the occasion. The new steamer was christened the *Nanking*—by Miss Isabella Forbes, the daughter of the President of the Company.

The inquest into the painful results of the fire at the Kiangnan Arsenal was concluded on Friday; when the certificate was read of the medical officer who examined the remains; and the evidence was taken of several Foreigners and Chinese who had been present at the fire. The medical evidence showed that the remains were actually of three persons. The evidence elicited threw no further light on the circumstances of the fire, except to fix the hour of the outbreak at about 2 a.m. The Jury returned a verdict of accidental death, expressing an opinion that the deceased had been asphyxiated before the flames reached them; and that when these were discovered it was too late to afford them help.

The body of Kite, who lost his life a few days ago by drowning, from on board the s.s. *Craigforth*, was found on Thursday afternoon; and an inquest was held on the following day. The jury returned a verdict of manslaughter against Wilson, who has been committed for trial. The body was found by dragging, within 100 yards from where the ship was lying.

The men-of-war and other vessels in port were gorgeously decked out with bunting on Saturday, and a salute was fired at noon from the U. S. S. *Iroquois*, in honor of Washington's birthday. The Commanders of the U. S. S. *Iroquois* and *Saco* did additional honour to the occasion by inviting a large company to an afternoon fête and dance on board the former vessel, to which the guests were conveyed from the Custom House Wharf, in steam launches and gigs very courteously provided for the purpose.

The men-of-war in harbour were dressed out with flags on Sunday, and flew the Chi_

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nese ensign from the main, in honour of the young Emperor's formal assumption of power. Our readers may remember an edict by the Empresses Dowager, in the Peking Gazette of the 1st November, naming the 26th of the 1st Chinese moon (23rd February), as an auspicious day selected by the Astronomical Board for the event, and ordering the Yamêns to make careful preparation to celebrate it. As yet, the display of bunting by the foreign men-of-war is the only "celebration" we have noticed in Shanghai. Perhaps something was done in the City; but the Chinese population of the Settlement appear quite innocent of enthusiasm on the subject.

Another alarm of fire was given early on Saturday morning; but after a few strokes of the Bell, it was ascertained by telegraph to be on the Hongkew side, beyond the Settlement, and the Engines, which were promptly on the move, were ordered back. The fire occurred at a pawnshop in the Kung-wan village, between Shanghai and Woosung; and seems to have been caused by an unlucky gambler setting fire to his mosquito curtains, while looking for wherewithal to pay his losses, under his pillow. It caused a considerable amount of excitement, in consequence of the proprietor resisting the claims made on him for the property lodged there. The Magistrate of Paoshan came down to investigate the affair; and, a report getting about that he had received Tls. 3,000 to shield the pawnbroker, a popular riot seems to have occurred; and he was persuaded then and there, to issue a proclamation that the pawnbroker should pay to all holders of tickets a sum equal to that already advanced. After much discussion, this was done; and his Worship, who had been detained in a more or less honorable captivity pending the sealing of the documents, escaped. The damage done is estimated at Tls. 50,000, no small amount to book up. The affair is interesting, as shewing the manner in which the people make themselves heard.

A race between the twelve-oared cutters of the U. S. ships *Iroquois* and *Saco* came off on Thursday last, and resulted in a victory for the cutter of the *Saco*. The boats were towed to the starting place, five miles below the Police Hulk, and after the usual preliminaries a good start was effected, the *Iroquois'* cutter having inside place. The boats raced along the Hongkew shore at a speed which soon left the steam launch, containing the umpires and referee, far astern; the *Saco's* crew pulling 44 strokes to the minute and the *Iroquois'* 53, which rate was averaged throughout the race. The *Saco's* slowly but surely drew away from their opponents, and in less than ten minutes from the start, had taken their water. At Dow's Godowns, there were thirty seconds between them, and here the coxswain of the *Saco's* barge displayed good judgment in steering across the river for the Pootung shore, where the tide was dead slack, and the water smooth. The *Iroquois'* cutter on the contrary, kept in mid stream, and for a few moments apparently had first place; but as soon as the *Saco's* barge reached the Pootung shore, the race was virtually over, and she came in an easy winner, in 44min. 4sec., her crew tossing their oars as the gun announced their victory, while the cheers of their shipmates on board of the *Saco* evinced their satisfaction. Considering the tide, which was ebb, the time made was very good, averaging a mile in 8m. 49s. The *Iroquois'* men complained at the Police Hulk, that the conditions of the race had not been followed by the winning boat—that she ought to have finished at the Police Hulk; but the point was given against them. The understanding had been—first boat to cross a line between the Police Hulk and Reynold's Tower.

We congratulate the Great Northern Telegraph Company on the re-opening of their line to Hongkong, after so long an interval. Before we had a cable, we got on well enough with steam communication; but now that we have become accustomed to the telegraph, an interruption of six weeks is both disagreeable and exceedingly inconvenient. The unfortunate frequency of such accidents—though the break has always before been quickly repaired—must convince the Company itself that a second cable is desirable.

We are glad also to congratulate the Company on having completed their branch line to Amoy and opened a Station at that port.

The fact is sufficiently remarkable to be worth recording, that a heavy thunderstorm passed over the Settlement on Monday night, between 8 and 9 p.m.; loud thunderclaps and heavy rain, quite after the fashion of a summer storm.

The plot of Land known as Probst's Garden, measuring 26m. 9.7.9 has been offered at aution, but bought in at Tls. 190 per *mow*.

Two C. C. S. N. and two S. S. N. steamers are advertised to start on Sunday next, for Tientsin—the first of the season. This looks like a good race, and active business.

The steamer *Dragon* reports that an inward bound junk struck on the *Lismore* wreck as she passed, and was apparently settling down; but as nothing of her was observed by the steamers which arrived next day, we infer that she floated off when the tide rose. The want of a light on or near the *Lismore* wreck is complained of by vessels approaching Woosung during the night.

Communication with HANKOW was interrupted for a week by the lowness of the river. After an interval of unprecedented duration since the Yangtze has been traversed by regular lines, three steamers arrived on Tuesday—the *Glengyle*, *Hangchow*, and *Plymouth Rock*. The *Hangchow* was first due here, but the shallow state of the river having caused her to get aground, occasioned a detention which was further aggravated by dense fogs and variable weather during the nights of Sunday and Monday. The river, instead of beginning to rise about a week since, as was formerly expected, had reached its lowest point 7 ft. 6in., off Olyphant Island, while these steamers were up.

On the 16th inst., a heavy gale from E.N.E. accompanied by snow passed over CHEFOO. That day and two following days there was no communication with the shore, the bay being frozen over and thermometer down to 7°.

Our NEWCHWANG correspondent writes, on the 24th January, that, on the previous evening, Shanghai letters of the 7th, 12th, and 19th December had been received together. "The detention was, I am glad to think, unusual, though annoying to us who were waiting anxiously for news. There is no local news; and business, now that Chinese New-Year is close upon us, is quiet even for winter times. Malwa may be quoted Tls. 490, and for once rates are higher (Tls. 500) in Tientsin than here. Oil is Tls. 3.10., Peas Tls. 2.45 per 100 *c.*, Beancake Tls. 3 per 10 pcs."

A meeting of Land Renters was held at CHINKEANG on the 18th inst. The Municipal accounts showed a balance in hand of Tls. 200, after an expenditure of Tls. 829. The principal subject brought up for discussion was an application by Messrs. Canny & Co., as Agents for the China Navigation Co., to lease a certain portion of the foreshore of the Settlement, and to connect a moored hulk with the Concession, permission for which was given subject to terms to be fixed hereafter. H. B. M. Consul very properly ruled that Roman Catholic establishments should not be exempted from their fair share of taxation.

Our TIENTSIN correspondent writes, on the 6th instant, that the weather has again become mild; the thermometer having fallen—on that morning at sunrise—to 24° Fahr. A few sleighs were running short distances on the river; but it was, in places, not frozen over, even between the Settlement and the City. There would seem, therefore, every likelihood of the steamers announced to leave on Sunday next, getting in.

A very successful regatta was held at SWATOW on the 7th instant. The *Daily Advertiser* says about 500 yards of Telegraph cable have been found in a junk at that port. The authorities have taken the necessary steps in order to investigate thoroughly this affair, and the junk has been taken. The discovery happened through the cable being offered for sale at $4.50 per picul, and the party to whom it was offered not knowing this article, it came to the knowledge of somebody who knew what it was.

The Literary Examiner for the province of SZECHUEN enlivens the stereotyped report of his proceedings, in the Gazette of the 13th January, by some quaint geographical information. What we know of the "good" roads of China enables us fully to believe that the "bye-roads" over which he had to pass in Szechuen were "difficult to travel by." But, though we believe implicitly in Darwin, we were not prepared for such substantial confirmation of his theory as Hea Tsze-yang's experience affords. "Within the boundary of Meen-ning," he affirms, "are two mountains, and men like monkeys, who are all nevertheless quiet and do not venture out of their nests to cause disturbance." They seem to be tolerably intelligent though, for the writer adds that, "In autumn, the crops there are most abundant."

A full summary of HONGKONG and JAPAN news will be found in our "Outport" columns.

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## Editorial Selections.

### THE ACCESSION OF THE EMPEROR.

An unusual display of bunting from the foreign men-of-war in harbour, surmounted in each case, and for we believe the first time, by the Chinese imperial flag, announced on Sunday that the time had come for the commencement of the personal reign of the Emperor; and that foreign nations were willing to add their congratulations on the auspicious event. The regency, which for well nigh eleven years has guided the destinies of the Chinese empire, has come to an end; and the lineal descendant of Shun-chi and Kanghe now occupies *de facto* as well as *de jure* the throne of his able ancestors. We have little, or, rather, less than no knowledge of the disposition and abilities of the youthful Emperor. His education, so far as it was permitted to outsiders to form a judgment, has been little calculated to enlarge his mind; while the state of seclusion in which his life has hitherto been passed, has prevented him receiving from without those lessons which would have been useful to him in his high position. He has no doubt been carefully instructed in all the lore of the sages; but we can hardly hope that a foundation has been laid of useful knowledge that would serve him practically in conducting the affairs of State. The time for his assumption of power has been looked forward to, on all sides, with interest and hope; because it has been felt that the weight of the Emperor's name could enable the more intelligent among his Ministers to enter boldly on the progressive policy to which foreign intercourse is irretrievably impelling them. China is a land of contradiction; but even China can not stand still while the whirl of Western life is stirring up her principal ports, and the achievements of Western knowledge are being brought practically under the eyes of her people. But the authority of the Emperor was needed to sanction the recognition of a new order of things. Ministers—mandarins that is among other mandarins—feared to outrage Classical tradition by breaking through the bonds of custom. But the prestige attaching to the Emperor would enable him to do so. The time has now come when he has the opportunity; and the question remains to be solved, whether he has the will.

It must be confessed that auguries drawn from his education are not promising. His early tutor, Wojen, was a Literate among Literates, in the fullest acceptation of a term which has come to be recognized as a synonym for excessive toryism among a traditionally conservative people; and the atmosphere of an Eastern palace is little calculated to dispel the influence of such teaching. The young Emperor has had no opportunity of even seeing, much less mixing in that external world in which he is expected to fill so great a part; nor of acquiring any personal knowledge of the condition, complaints, advantages or requirements of the 200,000,000 (more or less) of human beings whom he is called upon to govern, and whose welfare his personal character must closely affect under a system where Government is so completely centralised in the Imperial Capital. It was by personal impulse that Emperors like Kanghe and his immediate successors were able to build up the Empire. But they were men amongst men, at home equally in the Camp, the Court, or the Council Hall; while the education of their present representative has been carried on within the seclusion of a palace, and can have given him no experience of men and things, nor developed the physical energy shown in the career of his great ancestors. All this, the young Emperor has still to learn. Yet China is, as we said before, a country of contradictions, and a lad brought up after a manner that would be thought certain, in Europe, to produce effeminacy, may shake off his early associations and re-assert the earlier energy and intelligence of his race. It is what we have to hope; and the example of the Mikado of Japan, similarly isolated in his youth, but now an active and intelligent ruler, shows what may occur when the leading-strings are cut away. In the meantime, Chinese as well as foreigners look with anxiety and interest for some indication of a character which has been so carefully hidden from their view. Personal initiative can, at the best, be hardly looked for, for some years, from the Emperor himself. The crucial question is, who will he take for his advisers. Will he continue to be guided by those who have steered the vessel of State—rather shiftily perhaps at times—but safely, through ten difficult years of home and foreign policy; will he fall back into the hands of men like his old tutor, Wojen, men wedded to the Ancient Classics, who would like to see foreigners exterminated, and who hold the least sentence from the Confucian analects better than all the wisdom of the West; or, worse than all, will he fall into the hands of Court attendants, till intrigue rather than the advice of responsible ministers becomes the ruling power in the State? It must be admitted that all these contingencies are possible; and we have little to guide us to a forecast. Great hope lies in the fact that the Empresses who have shared with Prince Kung the cares of Regency have shown intelligence and ability; and will probably, therefore, have taken pains to teach their Charge well, according to Chinese principles of education. If so, and if he prove to have natural ability, experience may do the rest, and enable him to reign as well as to fill the throne.

### SLAVERY.

There seems to have arisen lately a strong feeling, in the civilised world, that it is time to extinguish the last traces of the slave trade. The emancipation of the Southern slaves which resulted from the American civil war, gave fresh impetus to a movement which has steadily progressed and gathered force, since slavery was declared illegal by the English Parliament in 1807, and the importation of negroes into America was forbidden by Congress in 1808. All the Powers of Europe recorded their desire to abolish the trade, so early as 1815; and England has since, from time to time, made special conventions with various nations binding them more particularly to join in its suppression. But Portugal and Spain, and some of the South American countries have given only a half-hearted adhesion, and it has been chiefly by the efforts of British and United States cruisers that the slave trade on the coast of Africa has been gradually reduced. Public opinion has, however, now reached a point which is causing an effort to be made for the complete extinction of the inhuman traffic. It is said that even Spain would abolish slavery in Cuba, but that the "Volunteers" of the island threaten, in that event, to declare their independence. It is possible the Republican Government which has been now constituted may brave the threat; and, if the Cubans rebel against the order, Spain will find willing assistance in enforcing it, whereas she risks embroilment by countenancing the institution. But, from whomsoever the initiative may come, Cuban slavery is doomed; its extinction is a question not of years but of months. And in other parts of the world we find a similar movement on foot. Special measures have lately been taken by the British Parliament, to stop the slave trade in the South Sea islands. The people kidnapped are not British subjects, nor are they taken to British territory; but the expeditions are often fitted out in Australia, and Englishmen are too often concerned. The most effectual remedy would be to annex the Fiji Islands, and establish law and order on the slave-ground itself. The Fijians, the nominal lords of the soil, can exert no control over the white settlers even if they knew what civilised government means; and the result is a state of lawlessness in which this slave-trade is the darkest spot. The mission of Sir Bartle Frere to Zanzibar is another effort, from which much is hoped, to stop the African traffic. If persuasion and bribery fail, menace may succeed, in convincing the Sultan that his territory can no longer be used as a basis for the trade.

There still remains the coolie trade carried on from Macao; and we believe England and America have lately presented a joint remonstrance

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to the Portuguese Government, on the subject. We all remember the reply of that Government, some time ago, that Hongkong was a sharer in the traffic; and we know it was unjust; but, in the despatch from Lord Kimberley which we publish elsewhere, we may see a determination to remove any possible ground for such a retort in future, by a stringent law against direct or indirect complicity in the traffic. We trust the passing of this law will be the prelude to renewed and more emphatic protest against the Macao proceedings. The trade cannot be stopped by a stroke of the pen, even if sincere instructions are issued from Lisbon, in that sense. The interests in Macao are so strong, that a Governor would need a regiment of European troops at his back, to enforce such an order. We believe it is estimated that some 30,000 of the Chinese residing within Portuguese limits are more or less interested in the coolie trade; and we can imagine that the class of men likely to be concerned would not submit quietly to be deprived of their lucrative occupation.

In the meantime, Japan has been persuaded to strike a severe blow at the trade, in the affair of the *Maria Luz*, and we wait with interest to learn the nature of the action which Peru is said to contemplate in the matter. To judge from the tone of Lima correspondence, this is really bellicose. The iron-clad *Independencia* and her consort, which have been despatched under the command of Captain Garcia y Garcia, are to compel explanation and reparation from the Mikado, even by force. And, though we do not at all believe Peru really contemplates so foolish a proceeding, we are glad, in the face of this rumour, to hear that H. M. S. *Iron Duke* is going over to Yokohama. It was at the instance and with the open countenance of the British Chargé d'Affaires, that the case was taken up by the Japanese, and that the coolies were liberated. Both the cause itself, therefore, and the action of our representative in the matter, bind us to support Japan, if her generous proceedings involve her in trouble. But we do not anticipate any such necessity. The Peruvian expedition was resolved on before the *Maria Luz* case happened; the object being to negociate treaties, with regard to emigration, both with China and Japan. It is quite likely that case will now come forward for discussion, but the Peruvian Government cannot ignore the light in which the action of the Japanese is regarded, by all nations having treaties with Japan; and is not likely to risk embroilment, by showing too strong resentment.

### CONSERVATION OF THE HWANGPOO.

THE letter of the Chairman of the Chamber of Commerce, with respect to the measures to be provided for the removal of the objectionable bar at Woosung, was of too radical a nature not to excite much comment. The Central Government has hitherto shown utter inability to cope with the necessities of the case, so that the question is rapidly becoming one of more and more local interest. We have on more than one occasion urged that measures should be taken to transfer, from a central body ignorant in the last degree of the requirements of the port, to a local board, the consideration of those points of detail which can only be adequately comprehended on the spot. The question whether or not improvement be required, has been long ago proved in the affirmative. The mass of evidence accumulated within the last few years, to show how great is the interference with the prosperity of the port occasioned by the utter neglect of the commonest measures of conservation, is overwhelming. The question has, in fact, entered on the second stage; and is now one, not of the necessity of taking active measures or the reverse, but what measures are best to be taken, and in what manner and by what means those measures can best and most economically be taken. In the *North-China Herald* of the 25th of last March, we sketched out a scheme for the constitution of a local board, and in that of the 20th April we again broached the subject, showing that not merely foreign but local and native interests were involved in the question of conservation. We are glad to see that, in some measure, the views then propounded have gained acceptance with so influential a body as the Shanghai Chamber. At the same time, while concurring with the views of the Chamber, we cannot but express some surprise at the crudity with which those views have been put forward. The handing over of the conservation of the harbour and its approaches to a local board, is in entire accordance with western experience and practice. Once establish the fact that the measure is necessary, it needs but little insight into the nature of governments to see that local matters are best administered by local boards. It is sometimes necessary to recapitulate an argument which seems to have, at the time, however well founded, not fallen in with the immediate views of those interested. Where, we asked in April last, would have been the Liverpool Docks if every matter of detail had to be sent up to a Collector of Customs at London? How long would the Clyde have remained undredged under similar circumstances? Suppose, we added, that it was necessary, before the making of a road in the Settlement, that a reference should be made to Peking; how many roads would have been fit to travel on, within our Municipal limits? Proofs are not now needed to show how necessary to the continual prosperity of the port is this conservation of the harbour; experience shows us that, all the world over, such works are best done by local administrations. These are the two main matters to be decided at Peking. For the rest, let those interested in the prosperity of the port be requested to bring forward a tangible scheme for the representation of local interests. The Municipal Council has sufficient to do to look after Municipal affairs, but there is no reason why it should not be represented in a board of Harbour Conservation. The same remark may apply to the Chamber of Commerce and the Treaty Consuls, but it seems strange if all these could not arrive at some more rational conclusion than a practically irresponsible body at Peking, who have no means of judging, except at second hand, of what is the real position of affairs. The matter, we need scarcely repeat, is not one affecting foreign interests exclusively. The case of the steamer of to-day will probably be that of the junk a few years hence. All must bear the burden, and all are entitled to a voice in the management.

### WASHINGTON'S BIRTHDAY.

SHANGHAI is not much addicted to the worship of heroes. The mind of the community may be said to be cast in a materialistic mould. We are apt to view matters in a practical way, and to care very little for the side-lights that are cast on common subjects by association and memory. The passion for looking at Royal personages which has always characterized the Briton, was shown to exist in the breast of Shanghailanders when H. R. H. the Duke of Edinbugh appeared on our Bund, but it is unlikely that such a demonstration as that of 1869 will occur again for many years. It is possible that a few loungers may go out to stare at the Grand Duke Alexis, but in all likelihood His Imperial Highness will be allowed to follow his own devices, and will be unpestered by the mob of followers who dog the steps of titled personages in European and American cities. Now it cannot be denied that this absence of the quality which Mr. Thackeray used to call "Snobbishness" is a very good sign, and that it is probably owing to the Cosmopolitan character of the Settlement, and to the absence of those rules and restrictions which render Colonial life so vexatious and petty. On this remote mudflat are gathered the subjects of many ancient and aristocratic nations; and at Home these persons would inevitably fall into the groove of tradition, and exhibit that warm interest in the Court newsman's reports of Drawing Rooms and Royal Progresses, which their untravelled relatives display at this moment. But, out here, there is a thread of Republicanism running through our society and crossing it; and to this we owe the change in the texture of opinion and the general exemption from title worship which is so satisfactory a feature in Shanghai. It is

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to this salutary influence that we owe the wise relinquishment of the table of precedence, and the consequent freedom from the worries and heart-burnings that a too strictly observed code of etiquette cannot fail to produce. If, now and then, we lose in dignity by the present arrangement, we gain far more than we lose. There is a healthy independence in the tone of society, that is felt by all who reside here for any time, and which is missed by those who go Home almost as much as the sun itself. Englishmen in China are perhaps mostly Tories in that they are discontented with the Foreign policy of the Liberal Government, but if they were examined as to their political opinions on other subjects, we apprehend that their views would not be found to satisfy Lord Salisbury or Mr. Disraeli, and that their residence in this place had made them far more enamoured of Republican Institutions than they are perhaps themselves aware of. If this is the case, and we believe that it will be found to be true, the only act of Hero Worship in which we indulge will be found to possess considerable significance. To-day is the birthday of George Washington, one of the two holidays which is kept in the United States by order of the Government. It will be celebrated here in the usual manner by the citizens of the Great Republic, but no thoughtful man will regard the day as a merely national anniversary. The fame of Washington is the possession of all civilised people, and in the remotest corners of the East we may perceive his influence. That his name is the only untitled one honoured by popular observance in a mixed community like our own, is a proof of the loftiness and splendour of his fame. We have here the representatives of many peoples, nations, and languages, and yet they have not any of them a national hero sufficiently esteemed to be honoured as Washington is. The birthdays of kings and emperors do not count, as they are official celebrations, but it certainly is curious that neither free Italy, nor Republican France, nor Imperial Germany, nor constitutional England have a national and annual festival in honour of any of their illustrious sons. From this circumstance we must not infer that Washington was the greatest of the sons of men; in fact recent research has displayed many serious blemishes in the character of the Virginian hero; but he, only, has succeeded in meeting the world's aspirations for liberty by a practical realization of its doctrines on an imposing scale; and in his self-restraint, modesty, and decorum, he afforded a model naturally respected in a state of society unfavourable to the developement of those qualities.

## Outports.

### TIENTSIN.

The weather these last four days has been mild, and this morning at sunrise, the Fahrenheit thermometer stood at 24.° A few sleighs are now working on short distances on the river, as it is in places not frozen over, even up from the British Settlement to town.

The body of soldiers, known to foreigners in the north as the Tientsin or Chung-how corps, still exist in small number. But many of the men left the corps on being made to do the work of navvies under southern officers during the last two years. There is now talk in town that the men still enrolled have had notice given them lately, that their pay will be reduced. If that intention be carried out, further dissatisfaction will arise, and still further diminution will ensue; so that, ere long, the corps will only exist in name. The corps was raised shortly after the late war, and was drilled by British officers and non-commissioned officers belonging to the British regiments left at Tientsin and Taku. I have heard foreign officers since speak highly of the appearance of the men, and of the efficient way they performed their battalion drill and brigade manœuvres. With the exception of the remainder of the Tientsin corps, composed of rifles, artillery, and cavalry; and of a similar body of Manchus at the capital, the imperial army in the north of China may be put down as a bow and arrow army. I of course do not include in this narration, nor is the expression applicable to, the army in the north of China—in Chihli and Shanse—known to us as Li Hung-chang's Southern Legions—all southern men trained as soldiers in French drill and manœuvres. This army, amounting to about 300,000 men, exclusive of officers,—the foot soldiers having Enfield muzzle-loading rifles, the artillery having muzzle-loading bronze field pieces, similar in make to foreign field batteries, and the cavalry having Colt's revolvers or Remington carbines and sabres—is to a certain degree the counterpart of a European army.

We heard a day or two ago that the army, composed of the two divisions of the Southern Legions stationed in Chihli province, destined for Kansuh, will not leave Chihli till the second moon (March) of this year, when it is said the roads over the mountainous region of Shanse will be free of snow and passable.

The principal talk about official matters in town at present, is respecting the Viceroy Li Hung-chang accompanying His Majesty Tung-chih to the imperial burial grounds, soon after His Majesty's accession to the Throne, and which will take place, I fancy, early in March. This step on the part of his Majesty is deemed apparently of high political and religious importance; and should be performed as early as possible after he has assumed power. It is in fact a religious ceremony—as religion is understood and carried out by the Chinese—and is consequently considered by the people, also, of great importance. Her Majesty the Queen repaired to St. Paul's Cathedral to give thanks for the recovery of the Prince of Wales. His Majesty Tung-chih goes to the Imperial Tombs to offer up his prayers for his ancestors. I trust, however, that we shall next hear of his Majesty's inspecting personally the Yellow and Yungting rivers; and issuing commands that measures be promptly taken by his officers to prevent their waters again overflowing and inundating a great tract of the province of Chihli. By this step, a great benefit will be conferred on a large number of the population of this province who are at present suffering the greatest misery through the last two years' inundations. His Majesty will after that receive the grateful thanks of his subjects in this part of his Dominions.

6th February, 1873. * * * *

### FOOCHOW.

The minutes of the annual meeting of the American Methodist Episcopal Church, lately held at Foochow, contain some interesting information regarding the progress of the Mission. First, under the head of Business Sessions, we learn that the first three days were occupied in examining "the various classes of native preachers in the Bible, Catechism, Methodist Discipline, Theology, Biblical Chronology, Confucianism and Christianity compared, Geography and Astronomy." Then the characters of the preachers were examined, and while some were passed as quite satisfactory, those of one or two others proved less so. For instance, "The Committee on the case of Ling Ching Ting reported charges of improper words and actions, insubordination to Mission authority, and encouraging the members to oppose the Mission policy for the self support of native churches. He was found guilty on all the charges; and it was voted that he should be deprived of his ordination parchments for one year; but, in view of his repentance, should be allowed to continue as a preacher;" and accordingly we hear that, a few-days later, "an anti-opium meeting was held at which Ling Ching Ting presided." Another man was found guilty of dishonesty in the use of money, and expelled. These, however, are exceptions among a large number. Under the head of "Devotional Services," we are told that—"Monday evening, Sia Sek Ong preached a very earnest and spiritual sermon on "Consecration," from Romans 12: 1. This was followed by a prayer meeting, in which the preachers sought divine help to consecrate themselves thoroughly to the work. Rev. W. Scarborough says of it: "This meeting was marked by more of the emotional element than I had ever expected to see in Chinese Christianity. It resembled what is known in the west as a revival season. There was loud weeping, much earnest praying, and yet a keen endeavour to restrain any immoderate display of feeling, to repress the merely sensational. It was altogether very un-Chinese, but very like the earnest Christianity of English and American Methodism."

338 baptisms are reported during the past year. The total number of members counted by the Mission appears to be 2,102, including probationers. We had pleasure, some time ago, in noting the effort that was being made at Foochow to render the Missions self-supporting; and are glad to find that the principle is being gradually put in force. So long as the whole expenses of the Mission, including Native Preachers, have to be supplied from abroad, there will always be room for question as to the sincerity of the Converts.

### HONGKONG.

The report of the Hongkong Fire Insurance Company has been issued, and shows a very successful year. The Races were held on the 20th, 21st and 22nd; we have the results by telegraph, but await a full report. The necessity for improving the Local Postal arrangements is being urged, and pillar boxes and post cards advocated. A Ladies' Directory is also wanted, but the *China Mail* says it won't be published unless a sufficient number of advertisements are sent in to make it pay. Hongkong has the same difficulty as Shanghai, in regard to local publications; the number of purchasers is so small, that it is hard to recover more than the first cost. A Flower Show was held on the 13th, and appears to have been a great success, though there was a lack of sunshine. A Horticultural Society in Shanghai was talked of some years ago, but was never carried out. An excellent Amateur Dramatic performance was given at the City Hall in the evening. The piece played was the burlesque of Kenilworth. H. M. S. *Juno* sailed for England on the same day. The *Daily Press* deprecates the strong comments of the *Straits Times* on the verdict in the Joshua case. The point for the Jury to decide, it argues, was "not

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his morality but his criminality, and there is very grave reason to doubt whether he had brought himself within the law." There was no written memorandum of the trust which it was alleged Joshua had broken; and though "the Indian Criminal Code, which is in force in Singapore, makes the breach even of a verbal trust punishable criminally, the same spirit which no doubt caused the rule in the English law as to a written memorandum, will always influence a Court and a Jury in coming to a conclusion, even where no written memorandum exists. The design of that provision is clearly to secure that, before any one is accused of a breach of trust, the existence and the nature of that trust shall be fully established. The Jury were, therefore, not only justified, but called upon to be quite certain of this fact, and if they had any doubt, to give the prisoner the benefit of the doubt. That there was room for a very great deal of question as to the nature of the alleged verbal trust can hardly be denied, as throughout all the lengthened evidence which was given, this point was never clearly established. A verbal arrangement only was made, and it is perfectly clear that on many occasions even this verbal understanding was departed from with the full consent of the Bank." This point once established, the *Press* thinks that the case falls to the ground; and that the jury deserve rather praise than censure for giving a conscientious verdict in the face of strong popular feeling. A project of a lazaretto for lepers is spoken of. We reprint, elsewhere, a despatch from the Earl of Kimberley regarding the Coolie Traffic. The Governor has stated, to the Legislative Council, that he has communicated with the Chief Justice and the Attorney General; and that a Draft Ordinance in the sense suggested, is in course of preparation. Mr. Whittall complained that there was an insinuation in the despatch, that Hongkong merchants were interested in the traffic, which he denied. The Governor hardly thought such an imputation was conveyed, but said he had already taken care to disabuse the Foreign Secretary of any such possible impression.

Mr. Koenig, who, it will be remembered, was charged with forgery, pleaded guilty at the Criminal Sessions, and was sentenced to four years' imprisonment with hard labour. In accordance with a resolution passed at the last general meeting of the Chamber of Commerce, the Chairman, Hon. P. Ryrie, has addressed a letter to the Governor requesting him to bring the matter of an appropriation from the Special Fund to cover the cost of the proposed light-house, directly to the notice of the Secretary of State for the Colonies, coupled with such recommendations as H. E. might consider the circumstances of the case demanded. The Colonial Secretary replies that, as Lord Kimberley had instructed the Governor that the Fund in question should be invested so as to produce an annual sum applicable to meet the expense caused by the increased Police Force, or other purposes directly connected with the prevention of crime; and as these instructions have very lately been renewed, his Excellency considers it would be improper to comply with the Chamber's request, and states it to be the opinion of H. E. that the expenditure should be provided by one of the recognized and regular methods. The Police Report for the past year shows that there has been on the whole a decrease in crime, especially among burglaries. The number of public gambling houses discovered has been small, but gambling is carried on to a considerable extent in clubs which are beyond the reach of the law. Comparatively few piracies have been reported to the police; but this, it is surmised, is in consequence of the junk population being aware that the Government will take no steps to suppress piracy outside the limits of Hongkong waters. Mr. Stewart's annual report on the Government School, issued in Saturday's *Gazette*, shows that the total number of scholars at them during the past year was 1,480, of whom 112 were girls. The total expenses of the Schools were $15,879.67. Mr. Stewart reports an increase in the number of scholars over last year of 185, and makes various suggestions and observations. The Census returns of the Colony for 1872 show an apparent decrease of the number of European and American residents, exclusive of Naval and Military establishments, of no less than 216, as compared with last year; but it is believed that some mistake occurred in the Census of April, 1871, whereby the number of residents was overstated, and that properly there is an increase of 124 residents in place of a decrease of 216. Since last Census, the Chinese population has increased, but the total population, which numbers 121,935, shows a decrease of 2,000 on last Census, which is accounted for by the withdrawal of the native regiment, and there being no large man-of-war in port. An address, signed by 48 residents, has been presented to Mr. Bowra, Commissioner of Customs, on his leaving Canton to proceed to the forthcoming Exhibition at Vienna. Mr. Bowra's reply is also published. The British bark *Ocean* has been sold at Auction for $5,250. The *Svetlana* with the Duke Alexis on board, and corvette *Vitiaz* arrived on the 16th from Manila. A lecture was delivered by Mr. Dennys of the *China Mail* on the 18th, relating to experiences in the British Navy extending over some ten years service.

## CANTON.

The Japanese troupe gave a special performance here on Saturday last for the foreign residents, the performance went off well and brought down the (mat) house at the close with applause. There were present also about 300 Celestials. Chang has reduced the price of viewing him to fifty cash, whilst his powerful rival in the amusement line, the Prussian lady, has *doubled* her price for viewing the panorama. Some of the Celestial friends, I apprehend, have closed their doors on their New Year's eve for good. At any rate, a silk merchant, not of the small-fry class, is reported to have "burst-up," with liabilities to the extent of $60,000. The Customs' guard-boats, a few days ago, captured two salt-junks in the neighbourhood of Whampoa, after a sanguinary battle, which lasted for about five hours. The smugglers, having used up all their ammunition, had no other alternative but to run their vessels on shore and take to their heels. The Customs force consisted of five crafts, and there was a Hongkong ex-bobby on board one of them. Though the battle lasted for five hours, there has been no casualty on either side—the aim of the combatants must have been at the mast-heads; but it, however, speaks well for the heathen pursuers of smugglers, who have evinced such a regard to human life in this smuggling battle at least. But of these guard-boats, I must say something. They seem to be in the habit of firing blank and shotted gun as well, during the dark nights, and sometimes they do it so close to foreign residences as to make one jump up in bed. Not many days ago one of these random firings proved fatal to a cargo-boat man, who was killed while asleep. Another season of exacting $5 a-head from British subjects, to the credit of H. M.'s treasury, has just ended. The subjects of other nationalities pay nothing, and yet, in case of emergency, they will be no less protected than the Britons, who are thus made to pay the piper, since this annual "squeeze" is said to be our Military Contribution. Perhaps we are to be thankful that the figure is not a larger one.—*China Mail.*

## HIOGO.

A curious accident happened on board the steamer *Tsru* on her way down from Yedo to Hiogo; a sea struck the ship with such violence that Mr. Mackenzie, the chief engineer, who was stepping across the shaft at the time, was thrown into the machinery. The engines were instantly stopped, but not before his right leg was very badly lacerated. A regular stage coach is to be started between Osaka and Kioto; and the officials intend, in furtherance of the scheme, to make a straight carriage-road from Fushimi to Kioto, and macadamize it with the *toriye* and other stones from the Shinto temples, in pursuance of orders to that effect received from Yedo. The *Hiogo News* also hears that "the large bronze bells from Chioin and Daibutz at Kioto (which must be well known to most of the visitors to the recent Kioto Exhibition) are to be recast into bridge material for the new Shinjiyo bridge. Curious as this resolution must seem to our readers, it is only of a piece with many more utilitarian schemes for which at present the rulers of Japan seem to have a passion, that is strikingly singular in a people who seem as a rule to set great store by antiquarian relics." A shock of an earthquake was felt in Hiogo on the 10th, but was too slight to do any harm. A house in the foreign settlement was nearly set fire to on the 9th, but the accident was discovered at once, and the fire put out.

## NAGASAKI.

The most extraordinary turn the Japanese yearning for reform has lately taken, is the interference with the social customs of the people, even in such trifles as dress and the furniture of their houses. One of the late orders has been to cease shaving the head; and the *Nagasaki Express* says: Notifications have been posted in the native town during the week, warning all who still persist in shaving their heads, that they will be severely punished if they do not discontinue the practice after this date. The police have received instructions to report all delinquents to the Saibansho. It is estimated that about 300 non-conformists to the new regulations are now living in the native town, setting the authorities at defiance with their shaven crowns. Girls are also forbidden to sing or play on the samseng and other musical instruments, when riding in the jinrickishas. A more practical reform is the withdrawal of the restrictions hitherto placed upon the export of Saltpetre; the article has been inserted in the tariff at an *ad valorem* duty of 5 per cent. The French iron-clad *Belliqueuse* arrived from Kobe on the 11th, and was likely to leave for Hongkong about the 21st.

## YOKOHAMA.

The *Mail* says the Law Officers of the British Government, to whom the case of the *Maria Luz* was submitted for their opinion as to the legality of the proceedings taken by the Japanese Government in respect to that vessel, have given a decision favourable to those proceedings. —The British barque *Maria Theresa* was totally wrecked at Mumaiya in Tsugaru on the N. W. coast, on the 4th instant, while on her voyage from Hakodate to Shanghai. One of her crew was drowned.—Capt. Cobb, of the P. M. S. S. *China*, reports passing a dismasted vessel, supposed to be a barque, near Kanonsaki. She hoisted no colours and her nationality is thus unknown. The French barque *Ormoy*, which left Yokohama for Amoy with rice, has been wrecked, but no life was lost.

A meeting of the Yokohama Chamber of Commerce was held on the 6th. The accounts show a balance in hand of $1,516. but the expenditure was in excess of

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income. This is due to cost of telegrams, and as some members showed a wish to obtain still more information, even at the cost of increasing subscriptions, a committee was nominated to consider the matter. Mr. Marshall (Chairman) Mr. Wilkin (Vice-Chairman) Messrs. Greeven, Spence, Fraser, Thomas, Johnstone, d'Iffanger and Pistorius were elected a Committee for the ensuing year. No topics of special importance were discussed. A successful amateur dramatic performance was given on the 6th, and Abell's Circus opened on the 5th.

SAIGON.

The *Saigon Independant* says that the *Linois* left on the 26th of last month to fulfil a mission to Huć, which it imagines has some connection with the various questions treated in its last issues. For considerations which its readers will understand, it abstains from more lengthened commentary on the subject. The period of action has commenced, and it is satisfied with knowing that French Colonial interests and the honor of the flag are in hands which will not allow them to be trifled with. "Whatever," it adds, "may be said or thought by poor and timorous spirits who do not perceive in the existing *statu quo* the perils of the future, or are too much inclined to forget that their little private considerations ought to give way to the great general interests, let us not forget that all of us here ought, according to our strength and means, to assist in carrying out a work which will increase tenfold our influence in these seas, and will place it upon a large and solid foundation; let us not forget that it is to this patriotic end that our Governor has devoted his efforts, and let us pray that Providence may permit him to bring to a good end the noble task which, in crowning his career, will give to our country, France, a rich and powerful colony." The elections for the Chamber of Commerce have been concluded. Twenty-seven members have been returned, among whom are four Chinese. It is curious, however, that the Chinese electors all abstained from voting.—*Daily Press.*

## Peking Gazettes.

ABSTRACT OF PEKING GAZETTES.

January 12th.—A supplementary petition from Yang Chang-seun. According to a communication received from the Board of Rites, every official recommended to fill a vacancy as Taou-tae, Che-foo, Che-chow, or Che-heen, must remain a year in the province to which he has been appointed, in order that it may be seen whether he is able to undertake an arduous post, or is merely fit for a light one. This rule must henceforth be strictly adhered to.

(2) Tso Tsung-tang presents a supplementary petition. Examining into the suicide of Major Kin-siu, at Kaou-keapaou, I find that he was one of the military officers appointed to keep the people in subjection at Yeu-suy, in the province of Shen-se; and his death, which occurred in the 9th month of the 8th year of the present reign, caused a vacancy in that office. The then acting Imperial Envoy Muh-tooshen, petitioned the Emperor that Le Fa-ko, whose name stood first on the list of candidates, should fill the vacancy. Now, according to a communication received from Board of War in reply, they have not yet been clearly informed of the present rank of this officer who is thus recommended for promotion, and there are no means ascertaining the facts of the case. They add, that the case ought to be minutely and clearly investigated, and the result embodied in a petition.

Since receiving this order from the Board to examine into the case, I have also received a communication from the Commander-in-chief at Shanse, named Nuy Ching-kwan, who has minutely examined into the successive steps of Le Fa-ko's promotion in corroboration of my petition, proving my statement of the case to be correct. In addition to this communication forwarded to the Board, I venture to beseech your Majesty to take this case into consideration.

The Emperor replies that the Board of War shall deliberate on the matter.

January 13th.—Lew Chang-yew presents a supplementary petition. The General appointed to the command of the troops at Yew-keang-chin, named Chow Shing-chuen, is at present in command of the Cantonment in Kwang-se, and cannot fill his new appointment immediately. In consequence of this, Whang Chung-king has been appointed to act for him for the present; who, although he has not, as yet, committed any error in the transaction of business, will nevertheless find it difficult to avoid remissness if he should remain at the post for any length of time.

I have been informed that General Keŏloo-tă-san, Assistant Adjutant-General at Tsing-chow, is upright in disposition and intelligent, and displays ability in controlling the soldiers under his command; I therefore implore Heaven (the Emperor) graciously to permit him to act as General at Yew-keang-chin. As the affairs of the Cantonment require the presence of an officer in order to their proper arrangement, I respectfully pray your Majesty to issue instructions on this subject.

The Emperor replies—Let the petition be granted. The Board of War has received the necessary information. Respect this.

(2) Lew Chang-yew presents a supplementary petition. I have received a despatch from the Board to the effect that, on the first day of the tenth month of the eleventh year of the present reign, an Imperial Edict was issued, ordering Fuh-urh-kwŏ-chun, the Criminal Judge of Kwangse, to come up to Peking to await orders, and ordering Yen Shoo-săn to fill the vacancy consequent upon his removal from office.

Now, Fuh-urh-kwŏ-chun, according to his despatch forwarded to me, is fully aware that he ought reverently to obey your Majesty's orders, and immediately set out on his journey, and he therefore requests me to send an official at once to fill his place. I find on examination, that Yen Shoo-săn cannot, for some time, go to that province. Fuh-urh-kwŏ-chun must necessarily go up to Peking, and the duties of his office as Criminal Judge must be discharged by some official sent temporarily for that purpose, in order that the importance of official business may be maintained. I find on examination that Seay Ke-chaou, the Taoutae of Yew-keang, is possessed of deep and accurate knowledge and ability, and may be entrusted to fill the office for the present; and that Ling-kwan, expectant Taoutai, who is both active and diligent, may be allowed to fill the post vacated by the latter official.

Besides sending despatches to these officials, it is my duty to present this supplementary petition.

(3) I Hea Tsze-yang, the Literary Officer of Szechuen, reverently kneel and petition, informing your Majesty that the examinations for the year are now complete, and presenting the report for your Majesty's perusal.

I humbly submit that, when in the sixth month of the present year, I returned to this province, the examinations both in the Eastern and Northern districts had terminated, and I wrote a despatch on the subject, for your Majesty's information. After I had forwarded that despatch, I immediately rode express to the Western part of the province, to conduct the examinations at Keung-chow, Ya-chow, and Ning-yuen-foo, where, according to custom, the yearly and triennial examinations are both held.

Now, in the middle period of the ninth month, the examinations at these places were all brought to an end. A literary spirit was manifested at Keang-chow, at Ming-shan in Ya-chow, and at Se-chang in Ning-yuen, almost to the same degree as in the Eastern parts of the province; and besides, there were several districts which ranked second to these in the display of literary talent.

In the Military examinations, in the use of the Bow, in Horsemanship, and in general dexterity, the youth of the chief city of Keung-chow excelled, and other places ranked second to this. At each place where I have held an examination, I have strictly shut every door and closed up every way of approach, in order that those graduates who, in forgetfulness of their duty to the public recommended unqualified candidates, might be discovered and degraded. I always search out those who write themes for others, together with those who assume false names, and I hand them over to the proper authority in order to be dealt with rigorously, in order that other candidates may strictly obey the rules. When these examinations are over, I go by express to the provincial city, in order to hold the triennial examination for Ching-too.

The present is the year for selecting students for the degree of Keu-jin, and the candidates must be strictly examined in order to cut off those who are undeserving of promotion. Again I return from Keen-chang and the surrounding districts to the provincial city, the by-roads by which I journey being dangerous and difficult to travel by. Within the boundary of Meenning are two mountains, and men like monkeys, who are all nevertheless quiet, and do not venture out of their nests to cause disturbance. In autumn the crops there are most abundant, sufficient to soothe your Majesty's breast.

The annual examinations in the Province of Sze-chuen being all completed, and the transactions at each place being reverently transcribed in accordance with my duty, I kneel and present my petition for your Majesty's perusal.

(4) Wang Wăn-shan presents a supplementary petition to the following effect.

In the Province of Hoo-nan, at the first payment of tribute, the name of a former Che-hĕen of Ling-ling, viz., Hoo Tinghwae, appears on the list, as having paid out more than 83,000 Taels.

On examination I find that this entry has reference to the expenditure of an officer who lived at the beginning of the reign of Hĕen-fung. When the Kwang-se rebels sneaked off to Ling-ling in Hoonan, which was the first place in which they caused disturbance, the expenses consequent upon driving them off were very great; and the amount received from the Treasury not being much, it was necessary to borrow money from the country gentlemen and merchants, under a promise that it should be returned when peace was established; all of which is already on record. Afterwards, however, as the money in the Treasury was small in quantity, none was granted for the purpose, although frequently asked for. All this took place many years ago; and since it is not convenient to levy a tax, the only resource is to implore your Majesty to add to the number of Civil and Military officials, and thus the meritorious zeal of these persons in the public service will never be forgotten.

Now, I find that in the 9th year of the present reign, the Board of Revenue, with the consent of your Majesty established a new regulation, to the effect that in return for levies made in any province, the number of graduates should not be added to more than once. I think that at the

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time when Hoo Ting-hwae borrowed money to pay the soldiers, he immediately petitioned on the subject; and also, that the compensation made at other places, after the affair was over, was different from that made in his own district. Morever, the gentry and merchants who lent the money lived in the beginning of the reign of Hëen-fung, and the rewards were granted in the 6th year of the present reign, before the new regulation came into force. It is my duty to bring before your Majesty the fact, that if any province subscribes 20,000 Taels, the number of Civil and Military officials may each, according to the old rule, be increased by one appointment; so that, since the district of Ling-ling has subscribed 40,000 Taels, four additional appointments may be made to their number at the place, in order to extend promotion and inspire gratitude.

I have received communications from Criminal Judges and Taou-taes connected with the office for the compensation of contributors to the supplies of the army, begging me to petition on the subject; and, I find no error on again investigating the present case. May I be permitted to look up and earnestly implore the grace of Heaven (the Emperor) to grant that, for the 83,000 Taels, the entire sum borrowed by Hoo Ting-hwae for the payment of the army, three additional appointments may be made to the Civil and Military posts, from the old residents of Ling-ling, and one from the more recent residents. From what year this selection is to commence, I pray your Majesty to inform the proper Board, in order that instructions may be issued accordingly.

Besides this, I pray your Majesty to add to the number of Literary Graduates at the native place of any officer who may contribute money for the public service. But, in case such officer does not state in his application that he possesses a receipt to prove that he has so contributed, I respectfully pray that his application for compensation, in accordance with this regulation, may be refused.

The Emperor orders the proper Board to deliberate and petition.

January 14th. Yang Chang-seun presents a supplementary petition as follows. In the neighbourhood of the Tăe-hoo lake on the boundary of the provinces of Keang-soo and Chĕ-keang, the streams are numerous, and for some time past robbers have been in the habit of suddenly rushing out and again disappearing, lying in wait to plunder. They open places in which they assemble together to gamble; and defend their stolen property, bolting in and out of the Customs barrier. There is no wickedness which these men do not perpetrate. Hitherto each Fou-tae has given orders to seize them and to deal rigorously with them, and great numbers of them have been already executed. Afterwards, the two Provinces uniting their forces together, Puh Seun-urh and others were seized and put to death; after which, all traces of robbers gradually ceased. At the commencement of the present year, the merchants travelled without molestation, and the inhabitants lived in peace, but, in the sixth month, these robbers re-appeared, and passing in and out of the barrier defended their stolen property. They grasp weapons and resist the soldiers, showing plainly that they are remnants of the old gang who have escaped, seizing a favourable opportunity to crawl out of the net. If these culprits are not speedily exterminated it will be an easy thing for them to excite sedition.

Since making a clear enquiry into this matter, I have notified the names of some of the robbers, and given orders for their arrest; also, I have ordered the Chefoo expectant, named Lin Tsoo-shuh, and the expectant assistant Chefoo, named Chow Kwang-kuan to unite with the authorities of each Foo and Heen, and without regard to boundary to search every place; sending special orders on the subject to Keangsoo. Before long, I received intelligence that more than thirty thieves had been caught in succession. In Keangsoo province the ring-leader Tseen Kin-sang has been captured, and I have sent orders to the Chefoo of Keaou-hing, named Heu Yaou-kwang to bring him to trial, as he has been guilty of frequent acts of violence and robbery, besides resisting the authorities and carrying off women. His wickedness is great beyond all bounds, and there need be no hesitation in putting him to death. In accordance with an Edict issued by your Majesty, I have sent orders that he be executed at the place where his crimes have been committed, in order to serve as a warning to others. And with regard to the others, their crimes being of less magnitude, I have ordered that they be punished according to their several deserts. I have also sent orders to the various Civil and Military authorities, whenever they have an opportunity, diligently to go in search of robbers.

On inquiring into the case of these culprits, I find that they have all, for many years, been addicted to the practice of violence and wickedness, and have even dared to league together in one traitorous band, scheming how to perpetrate frequent acts of lawlessness; truly they are a most trifling and stupid set!

When these men first commenced their depredations, the officials sent to deal with them immediately gave themselves up to searching them out, and arresting them, in order to establish tranquillity, and banish danger from these localities; thus soothing your Majesty's breast. There are also other officials, both Civil and Military, who have in a lesser degree distinguished themselves in this affair, from whom I ask your Majesty's permission to select a few for reward, in order to encourage them and to stimulate them to greater exertion.

The Emperor replies; let all these officials be rewarded, but not rashly in excess of their services. Respect this.

# Official Papers.

## THE COOLIE TRADE.

*Lord Kimberley to Sir A. E. Kennedy.*

Downing Street, *20th November*, 1872.

SIR,—It has at different times been represented to me that foreign vessels engaged in the shipment of coolies from Macao are equipped in the port of Hongkong, or furnished with supplies or stores from the Colony, and my attention has recently been directed to the following paragraph extracted from a Hongkong newspaper: "The Spanish steamer *Buena Ventura*, a sister to and belonging to the same owner as the steamship *Yarrac Bat*, which vessel fitted up here and left a few days back for Macao, for a cargo of coolies, has arrived here to fit up for the same purpose."

2.—You are probably aware that during the late Session of the Parliament, an Act (three copies of which I enclose) was passed for the purpose of repressing the abuses connected with the movement of natives from their Islands in the Pacific Ocean, to labour on plantations.

3.—Although great cruelties have been perpetrated in connexion with this traffic in South Sea Islanders, they can hardly have been greater than those which have led to the disgraceful and horrible occurrences from time to time reported as having taken place on board ships conveying Chinese coolies from Macao.

4.—Her Majesty's Government, which has been under the necessity of making repeated remonstrances to the Portuguese Government on the subject of the Macao Coolie Trade, cannot permit that there shall be even the shadow of justification for any such imputation as that British subjects in Hongkong partake in and profit by a traffic which the Queen's Government deplores and protests against, and I see no reason why British subjects resident in Hongkong should not, as well as those in Australasia, be subjected to the punishment prescribed in section 2 of the "Kidnapping Act, 1872," for the offences specified in that section, if committed within the territorial jurisdiction of the Colony.

5.—I request you to give your particular attention to the "Kidnapping Act, 1872," and to consider whether some of its provisions might not, with the necessary alterations, be made applicable to Hongkong. If you are of opinion that they might be, I request you to transmit to me, as soon as possible, the draft of an Ordinance for that purpose.

As Chief-Justice Smale has given much attention to this question, I request you to give him a copy of this despatch and of the Act enclosed in it, and to intimate to him that I shall be glad to receive from him, through you, any observations or suggestions which he may wish to offer, either in conjunction or after consultation with the Attorney-General and yourself, or separately.

You will also lay this despatch before the Legislative Council.

I have, &c.,

(Signed) KIMBERLEY.

# Public Meetings.

## SHANGHAI RACE CLUB.

The annual meeting of the Shanghai Race Club was held at the Club on Tuesday. Present—Messrs. F. D. Hitch, G. W. Coutts, W. Kaye, J. M. Ringer, E. H. Gore-Booth, H. Moller, Barnes Dallas, J. S. Fearon, A. Ferguson, F. King, H. Morriss, C. Schuffenhauer, H. de Courcy Forbes, W. Lent, H. J. Limby, J. T. Goodfellow, G. Smart, R. G. Head, E. G. Low, J. E. Waller, W. H. Tupp, W. E. D. Bigsby, M. Wolff, G. Oxlade, M. C. Nickels, &c.

Mr. COUTTS proposed and Mr. FEARON seconded—

That Mr. Hitch take the chair.

The CHAIRMAN having done so, and read the notice calling the meeting, said the first business was the passing of the Accounts. He would be happy to give any explanation or answer any question regarding them. As no one asked for information on this subject, he moved—

That the Accounts as published be passed.

Mr. COUTTS seconded, and the resolution was passed unanimously.

STATEMENT OF RECEIPTS AND EXPENDITURE FOR 1872.

*Dr.*

| January 13, 1873— | Taels. |
|---|---|
| To Advertising | 53.16 |
| " Secretary's Salary (one year) | 360.00 |
| " Wages—Coolie at Race Course, European Gate Keeper, Sheriff, &c., &c. | 980.57 |
| " Prizes—paid out of Fund | 6,574.86 |
| " " —presented | 1,120.42 |
| " Rent of Course for 1872 | 700.00 |
| " Government Ground Rent for 1872 | 95.20 |
| " Removing Coffins and repairing Drains in Inner Course | 140.75 |
| " Interest on Balance of Mr. Keswick's Loan | 350.00 |
| " Refund on account of ditto | 1,000.00 |
| " Repairs to Stand Stables, &c. | 1,087.47 |
| " Expenses—Spring and Autumn Meetings, Police, Tiffin, Band, Steward's Dinner, &c., &c. | 868.95 |
| " Stationery and Printing | 125.45 |
| " Club Room for Meetings, Postages and Petties | 35.96 |
| " Furniture, Weighing Machine, Table, &c. | 77.95 |
| " Purchase of 1 Share in Race Course | 550.00 |
| " Insurance on Cups returned and 1 Entry returned | 10.76 |
| " Balance in Bank ..... Tls. 2,479.79 | |
| " " to collect and Cash in hand of Sheriff ..... " 172,83 | 2,652.62 |
| | Tls. 16,598.12 |

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*Cr.*

| January 15, 1873. | Taels. |
|---|---|
| By Balance | 3,407.49 |
| „ 177 Subscriptions of Tls. 15 | 2,655.00 |
| „ 41 Entrance Fees at Tls. 5 | 205.00 |
| „ Honorary Members—Subscriptions | 30.00 |
| „ Rent of Stables | 155.00 |
| „ Entries at Spring Meeting | 3,510.00 |
| „ Tickets sold at Spring Meeting | 360.75 |
| „ Subscriptions to Champion Stakes | 170.00 |
| „ Dividend on 8 Shares in Race Course at Tls. 30 | 240.00 |
| „ Entries at Autumn Meeting | 3,565.00 |
| „ Tickets sold at Autumn Meeting | 308.40 |
| „ Subscription to Champion Stakes | 120.00 |
| „ Prizes Presented | 1,129.42 |
| „ Taotieo Cup—received out of Fund | 50.00 |
| „ Interest on Balances at Hongkong and Shanghai Bank to 30th June, 1872 | 10.51 |
| „ Interest on Balances at Hongkong and Shanghai Bank to 31st Dec., 1872 | 7.55 |
| „ Return upon 7 Shares in Race Course at Tls. 80 | 560.00 |
| | Tls. 16,563.12 |

January 14, 1873.

By Balance ..... Tls. 2,652.62

Dependencies.

| | |
|---|---|
| By Rent of Stables—Autumn Meeting..... Tls. | 120.00 |
| „ Sale of Tickets do. do. 5300 | |
| „ Return on 2 Shares in Shanghai Race Course in dispute ..... „ | 160.00 |

The Chairman said the next business was the question of Mr. Keswick's loan, on which they proposed to pay the annual interest and Tls. 1,000 of the principal. The loan now stood at Tls. 2,500, and it would by the payment of this instalment be therefore reduced to Tls. 1,500.

Mr. Ringer proposed—

That the annual interest due on Mr. Keswick's loan be paid, together with a sum of Tls. 1,000 in reduction of said loan.

Mr. Waller seconded, and the resolution was passed unanimously.

The Chairman said the next business was the election of Stewards.

The Ballot having been taken, the following gentlemen were announced as having been elected:—Sir Edmund Hornby, G. W. Coutts, F. D. Hitch, F. M. Ringer, C. L. Grant, Dr. Gottburg, and Barnes Dallas.

The Chairman said that as the members were probably all aware, the Secretary, Mr. Bayne, left for Japan in January, and at that time the Stewards temporarily appointed Mr. Dallas, an arrangement which they proposed to continue, subject to the confirmation of the members.

Mr. Waller asked if Mr. Dallas could act as a Steward while holding the Secretaryship—that was the only point to be considered.

The Chairman said Mr. Dallas could do so with the consent of the members. There seemed to be no rule against it. He proposed—

That the appointment of Mr. Dallas as Secretary to the Club be confirmed by this meeting.

Mr. Ferguson seconded, and the resolution was passed unanimously.

Mr. Waller said he had been asked a question in regard to handicapping—whether in future the owners or riders are themselves to enter the names of the ponies, with the weights they carried, or is it to be done by the Secretary?

Mr. Coutts said it was done by the Secretary, that it was the owner's business to see but it was done.

Mr. Meller—It is the owner's business to see that the pony is entered as weighed in by the Secretary after every race?

Mr. Coutts said it was the duty of the Secretary or a Steward to make the entries, and it was the business of the owner to see that this was done.

The Chairman said there were a good many complaints at last meeting about dogs being allowed in the Grand Stand enclosure during training. The Bye-Law at present read "No dogs allowed on the Course," and the Stewards wished to extend the prohibition to the enclosure.

Mr. Forbes proposed, Mr. Fearon seconded, and it was passed unanimously—

That the Bye-Law excluding dogs from the Course, be extended to the Enclosure also.

Mr. Low brought forward a suggestion as to altering the rails near the Judge's box, with a view to giving a freer view, and after some conversational discussion on the matter, he proposed—

That a rail be put, on Race days, the width of the Judge's Box, back of the present line of fence in front of the Grand Stand enclosure, so that the Judge can have a clear view down the Course.

Mr. Fearon seconded, and the resolution was passed with one dissentient.

Mr. Low asked if the Clerk of the Course had power to shut the outside Course if it were raining. It was unsafe to train ponies on the inside Course.

Mr. Waller asked what had become of the Tls. 500 voted at last meeting to raise the inside Course.

Mr. Coutts said it had been spent in improving that Course.

Mr. Waller had not observed that the Course was raised much.

Mr. Ringer said it would cost Tls. 2,000 to raise it properly all round.

Mr. Forbes had understood that, at last meeting, it was proposed to put the inside Course in a fit state to become a substitute for the other during training, but in its present state it could not be so used.

Mr. King said Mr. Low was a little out in saying that nothing had been done, because all the graves had been taken away, the narrower parts had been widened, the corners rounded, and some money had been spent also in replacing bad drains. In various ways Tls. 300 or 400 had been exponded on this object.

Mr. Low did not say that nothing had been done, but the fact remained that the Course was still unfit for training on, and if the funds of the Club admitted, he thought the meeting should authorise an outlay sufficient to render it available for that purpose. They need then use the other Course only once or twice a week, and so have good turf on race days, instead of half turf and half mud.

Mr. Coutts feared the cost would be too much for them; and Mr. Ringer remarked that the lowest estimate they were able to get, from a Chinaman, amounted to Tls. 2,000.

Mr. Low said that perhaps this estimate embraced more work than was absolutely necessary. It was not necessary to raise the inner Course to the level of the outer one, but to put a fence round, widen and raise it in parts, and place a drain.

Mr. King said the Chinaman's estimate was to put a rail round the Course make it all six feet wide and cut a ditch drain. It did not want much raising, for it was the drier Course of the two.

Mr. Coutts said they could not widen and otherwise prepare the inner Course in time for the present training, but they might on the other one put the ropes rather further in, and give a little more room at the corners. The Clerk of the Course must use his discretion as to whether riding on it should be restricted. It had seemed to him that the ropes left very scant room for training last year, and the grass had grown so much that he thought they might sacrifice a little of it just now, to make the training safer.

Mr. Low enquired whether it was out of the question to ask the Club now to find Tls. 2,000 to spend on the improvement of the Inner Course.

Mr. Coutts said they would be able to judge after the collection of the next subscriptions. They began the year with Tls. 800 less than last year, but then they would not have the repairs to the Grand Stand, which absorbed a portion of their funds last year.

Mr. Fearon asked if the dependencies did not raise the balance to some Tls. 300 or Tls. 400 more; but

Mr. Coutts pointed out that the amount of uncollected subscriptions given there had been credited elsewhere, and the balance from dependency account was only about Tls. 120. He thought they should leave the question till after the subscriptions came in, and then get a fresh estimate.

The Chairman said in regard to Mr. Low's proposal, the Stewards were agreed that the sense of the meeting was in favour of having the inner Course widened and improved, and that any spare balance the Club had, could not be employed in a better way. They proposed to do it whenever the funds permitted, but of course it could not be managed in time for the present training.

Mr. Low proposed that some immediate action should be taken. There would be funds to do a part of the work, which might be gone on with in preparation for coming meetings.

Mr. Coutts thought they had better in the meantime get estimates. But would the members like the work to be going on during the present training season? Some repairs might certainly be done, such as filling up holes, but it might be inconvenient to go cutting up the Course.

The question was then left in the hands of the Stewards.

Mr. Meller proposed that something less dangerous than the present bamboo *chevaux de frise* should be put up across the Course to prevent trespass. Although no accident had happened so far, one might occur, and there had been some narrow escapes. A plain hurdle, something far more simple than that in use, would answer the same purpose and be less dangerous.

The members generally were understood to concur in the suggestion.

Mr. Head wanted to know whether any more money was going to be spent on the Grand Stand. It appeared that the Stand was only valued at Tls. 4,000 a few years ago, and some Tls. 2,000 had since been expended in repairing it.

It was remarked by several members that, as the Club could not afford a new Stand, they must do their best to keep the present one up and in good repair.

The Chairman asked if there were anything else to be brought forward.

Mr. Head proposed that the Stewards should consider the advisability of running the Hurdle Race on the regular Course instead of the Inner one. It was quite impossible for more than two ponies to run on the Inner Course, which was very well for matches, but when from four to six ponies ran, was rather dangerous.

Mr. Fearon said only about 20 minutes elapsed between the regular running and Hurdle Race, and there would therefore hardly be time to get the hurdles in position.

Mr. Head said the hurdles might be ready, and put up in a very few minutes.

Mr. Low would suggest that a record of the principal races run in Shanghai should be made and hung up in the Steward's room of the Grand Stand. It would not be difficult to get such a thing up, and it would be very interesting. For instance the ponies running in the Derby, Leger, and Griffins, with the time made.

Mr. Smart begged to second that proposal.

After a few further remarks, it was left to the Stewards to have a list prepared in accordance with Mr. Low's suggestion.

Mr. Fearon asked if there were any Rules of the Club. If there were and they had them printed, a list of the members might be added and hung up in the coffee-room of the Grand Stand.

The Chairman said it was intended to have a new edition of the rules printed, and it might embrace a list of members.

Mr. De Courcy Forbes proposed—

That the weights of the Derby and Leger be raised from 10st. to 10st. 7 lbs.

This was duly seconded and carried; and Mr. Tape having moved a vote of thanks to the Chairman, the meeting terminated.

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### CHINKIANG LANDRENTERS' MEETING.

The annual meeting of Landrenters at Chinkiang was held there on the 18th instant. Present—W. H. Medhurst, Esq., H. B. M.'s Consul, in the chair; W. G. Stronach, Esq., Interpreter-in-charge; Messrs. A. Huber, (1), M. S. Jerdein, (1), F. Carnie, (4), W. Bean, (5), H. Æ. Sford, (2), R. McQueen, (1), E. Starkey, (1), A. C. Watts, Pères Massa and Grillot, (1.)

The CHAIRMAN said the meeting had been called at the requisition of a number of the Landrenters, and in pursuance of a Notification issued from the Consulate at Shanghai, which he now read. The first business was to receive the accounts of the retiring Council, and he would read the following abstract handed him by Mr. Bean—

| | | |
|---|---|---|
| Police | Tls. | 135.91 |
| Roads | ,, | 44.55 |
| Drains | ,, | 597.45 |
| Jetties | ,, | 39.76 |
| Supervisor of Roads &c. | ,, | 31.45 |
| Balance in hands of Treasurer | ,, | 180.57 |
| | Tls. | 1,029.18 |

| | | |
|---|---|---|
| Balance from last Account | Tls. | 152 68 |
| House Tax | ,, | 367.50 |
| Land do. | ,, | 150.00 |
| Do. do. Arrears | ,, | 129.00 |
| Bank | ,, | 200.00 |
| | Tls. | 1,029.18 |

Mr. SIDFORD said he did not wish to withhold due credit to the late Municipal Council for the zeal they had displayed in inaugurating a drainage scheme on the Concession, but he felt constrained to object on principle to the great outlay they had already incurred upon the project without having first of all submitted such an important work to a general meeting of those more immediately interested in the undertaking. For four or five months in each year, the drain they had already completed would be flooded from the river—an immense body of water would be pressed into it from its mouth, and would most naturally find an outlet somewhere; in short they had given an opening for the river in the very heart of the Settlement, and provided no means that he could see for its release. Further, the drain would be subjected to an unusual pressure outwards, and the chances were that, during the ensuing summer, the water might find one weak spot and perhaps burst through—for at high water the top of the drain itself would probably be 4 or 5 feet below the surface of the river. It might indeed be advisable that, upon the river rising to the level of the flow of the drain, the mouth of it should be securely earthed up, for it was uncertain what amount of damage might follow, when the drain was subjected to the unfair strain he had already alluded to.

The CHAIRMAN asked if, upon his remarks, Mr. Sidford had any resolution to put before the meeting with regard to the accounts.

Mr. SIDFORD said it was too late to do anything more than suggest that they should not go any further with the drainage scheme till they saw the effect of the river on the present one, at the flood season.

Mr. BEAN said Mr. Goldspink, who supervised the work last year, had examined the drain previously laid in lot No. 1, but found no such ill results as Mr. Sidford feared.

Mr. SIDFORD embodied his suggestion in the following resolution—

That no further drainage work be proceeded with until the result of the present drainage system is examined, after the high water this year.

Mr. JERDEIN seconded; and the resolution on being put to the meeting was lost by 7 against 8.

Mr. JERDEIN proposed and Mr. McQUEEN seconded—

That the accounts as presented be accepted and passed.

Passed unanimously.

The CHAIRMAN said the next business was the election of Councillors for the ensuing year.

Before this was proceeded with, Mr. HUBER proposed, Mr. BEAN seconded, and it was unanimously agreed—

That one qualification of a Municipal Councillor be, that he is a resident at Chinkiang.

Some question was raised as to the strict definition of the qualification, and whether a resident spending a portion of his time in Shanghai would be eligible for election. The Chairman thought that a sufficiently liberal interpretation of the term would always be allowed. Messrs. Bean, Huber, and Starkey were then duly elected by ballot.

Mr. BEAN next brought before the meeting the following letter, addressed to the Council by the Agents for the China Steam Navigation Company, in regard to a hulk to be moored abreast of the Concession :—

Chinkiang, 12th Feb., 1873.

Messrs. W. Bean, A Huber and J. M. Canny, Municipal Council, British Concession, Chinkiang.

GENTLEMEN—Having been appointed Agents at this port for a new line of steamers to be shortly run on the Yangtsze, under the name of the Chinese Navigation Company, we are anxious to have the vessels of the fleet, or the hulk for their accommodation, anchored right in front of the British Concession, so as to give shippers and consignees of cargo as many facilities as possible for the shipment or discharge of their goods, as well as for the convenience of passengers generally, both natives and foreigners.

Under these circumstances we beg to lay the following proposals before you for your consideration, as also for the purpose of having them submitted to the next general meeting of Landrenters, which is shortly to be held at this port. It is our intention to bring this subject formally before the said Landrenters; but we shall be glad if you will give the scheme your approval and support, seeing that it cannot fail to benefit the port generally and the British Concession in particular, if carried out according to the terms herein suggested.

1.—We shall be willing to lease the water frontage of the British Concession for a term of ten years from the first of April next, and to pay three hundred taels local currency per annum for eight hundred feet of the foreshore, or taels five hundred per annum for a foreshore of twelve hundred feet in length.

2.—We undertake not to erect any godown or building on the said foreshore; but we are to have the right, if at any time we deem it desirable, to anchor pontoons as close to the shore as possible, and to connect them with the Bund by means of jetties of wood, iron, or other material. It shall also be competent to us to connect the hulk with the shore by means of a good substantial jetty, should such be found feasible during the term of the lease.

3.—We undertake, in case pontoons or jetties are at any time constructed, to keep open ways or passages for cargoboats lighters and sampans, at intervals of, say, every 350 feet along the foreshore.

4.—It is distinctly agreed that no tax, due, or money levy of any sort is to be imposed either by the Landrenters or the Municipal Council, on goods or cargo landed on to the British Concession or shipped therefrom, other than those which are common to the entire port of Chinkiang between Kau-lu-sz'u (Consular Bluff) and Golden Island.

The exact location of the water frontage of 800 feet or 1,200 feet, whichever is finally agreed upon, is to be kept to our selection, after we have had the place surveyed and soundings taken. This provision is indispensable from the fact that a considerable portion of the frontage of the British Concession is utterly unsuited for the anchorage of either a hulk or steamer, and the best spot has to be selected in order to make the project a success.

Such is an outline of the proposals which we purpose laying before the Landrenters, and to which we beg you will give your countenance and support.

We have the honour, &c.,
J. M. CANNY & Co.

The CHAIRMAN would be happy to hear anything for or against this scheme.

Mr. SIDFORD said the local Agents of the C. N. Co. deserved the thanks of the Landrenters for submitting this scheme, which would benefit all; but certain modifications were, he considered, necessary. The primary objection to the scheme was the right to choose the site and the excessive frontage sought, which virtually amounted to handing over to the Company a monopoly, for ten years, of the whole foreshore. It was true, as the letter stated, that anchorage immediately off the Concession was difficult, and in some places impracticable, but there existed no serious difficulty in erecting suitable wharves or landing stages anywhere along its whole length. This was settled so long ago as 1866, by Messrs. Farnham and Co., Shanghai, who had then drawn out a plan and specifications for landing stages &c., similar to those now in use at Kin-lee-yuen Wharf at Shanghai; and last year Mr. Henderson, the Customs Engineer, also agreed on the feasibility of such a work. He thought it might be found sufficient, if the Landrenters gave to the Company the right of using the frontage from the Middle Street runing North and South to the western end of the Bund, which would give some 700 feet, amply sufficient for any two vessels to use the wharf at the same time. They ought not to forget that ere five years passed away others might want to avail of the remaining frontage. He was of opinion that the proposal to exempt cargo carried by the Company from wharfage dues was fair, if they finally agreed to pay a yearly rental.

In answer to an enquiry, the CHAIRMAN was informed that the whole length of the frontage was 440 yards or 1320 feet.

Mr. SIDFORD believed Messrs. Farnham & Co. still had the old bunding plans to which he had referred. His principal objection to the form of the proposal was, that to grant it would be to give a monopoly of the Bund frontage.

The CHAIRMAN thought that, looking to the rising circumstances of the port, anything in the shape of a monopoly should be carefully avoided.

Capt. McQUEEN agreed with much that Mr. Sidford had said, but with regard to the erection of pontoons, wharves, and landing places such as those at Shanghai, although this had been said to be practicable also at Chinkiang, experience had proved that it was quite impracticable. In the event of a strong northerly blow, he did not believe that any pontoons would stand the weight of the large river steamers. This was to some extent seen the other day with the S. S. N. hulk *Express*, which was shoved in towards the shore some 20 feet. Another thing was that there were not a sufficient number of steamers coming to the port to make a pontoon wharfage scheme pay, costing as it would about Tls. 40,000 or Tls. 50,000. Regarding the letter brought before the meeting, he might remark that the offer it contained was the only one yet made to them by which the Chinkiang landrenters received any assistance in the form of port dues; and, speaking as a landrenter, they, he thought, ought therefore to support it. As to the appearance of monopoly, it might seem that the Company asked for too much frontage, but then, as Mr. Sidford admitted, a great portion of the space was unfit for anchoring a hulk off. The upper part of the Concession would be useless because the holding ground was bad, and they would have to let out 40 or 50 fathoms of chain to cross the rocks, and in fact if they came to the foreshore, there were only one or two places where a hulk could be laid off the Concession. At the lower end, the rock lying off the Grand Canal mouth would prevent a vessel getting there, and the angle for approaching steamers was also too acute to be safe.

Mr. HUBER asked if Captain McQueen had considered which was the best place.

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Capt. McQueen said he believed he had. He was here with assistance to take soundings, and he thought the whole upper portion of the Bund was unsafe, till they came down to near the Middle Road.

The Chairman asked what was the length of that best portion. He presumed it would be about half the Concession, to the Custom-house.

Captain McQueen again remarked on the necessity of having out a quantity of chain sufficient to clear the reef at the upper end, to do which about 330 feet would be necessary. It was important that the hulk should be very securely moored; the property involved in the traffic was very considerable.

Mr. Sidford said there was nothing like having the question ventilated; and again referred to the scheme which had been made by Messrs. Farnham & Co.

Captain McQueen said he had seen that plan, but was still of opinion that it was impossible to moor pontoons here ■ at a port like Shanghai, but that any bridge connecting with the shore from a hulk or pontoon must run on ■ slide as at Hankow.

Mr. Sidford said Mr. McQueen had declared it impossible to do certain things, but there was nothing to show that it was so. The pontoon wharfage scheme had never been tried, but he had considerable faith in it, and he knew the port since 1863.

Captain McQueen said they must consider the enormous weight thrown against pontoons here in a northerly blow, and also the current in the river.

Mr. Sidford thought the current of the Yangtse here was pretty straight.

Captain McQueen said he had only been able to find a series of whirlpools. As a steamer captain who had been on the river since 1861, he considered it most unsafe to try and put steamers alongside a hulk on the South side, and had always strongly objected to doing so; but new arrangements having been made by the Customs authorities, to which they were obliged to conform, the steamers had now to come over to that shore, as a matter of necessity as well as of convenience for the traffic.

Mr. Jerdein thought the price offered was very small.

Mr. Carnie remarked that no one else had yet made an offer of any sort.

The Chairman said it appeared to him the question was one that could not be settled off hand. It would probably require surveys to be taken by both sides.

Captain McQueen said if it could be decided now, he would at once say where they wished to place the hulk.

The Chairman said he did not think they could decide it altogether at this meeting. There were different things to be considered—regarding the place, the soundings, the period and the price. They might, however, put it into the hands of the Municipal Council to have a survey made, details arranged, and to report at a future meeting.

Captain McQueen was perfectly prepared, now, to point out the part of the Concession which would suit the Company, and was anxious to have the matter settled, as they intended to have their hulk moored there in about three weeks. They could not otherwise accomplish this before next winter, as the water would soon begin to rise.

Mr. Huber would propose, as the scheme was certainly for the benefit of the Concession, and must be carried out soon, while it would be inconvenient to call another meeting—

That the Council for the present year be empowered to entertain the project of the China Navigation Company, and to negotiate the details of the position of the hulk &c.

After ■ few further remarks, Mr. Huber's motion was withdrawn, there being no seconder.

Mr. Jerdein thought it was necessary, as Mr. McQueen said, that the question should be decided at once, but that the terms, position and space to be allowed, should be decided hereafter. In the meantime permission should be granted to moor the hulk before the water rose.

Mr Bean said it was important that the terms should be decided now, as by that would be fixed the Municipal rates for the year.

Mr. Sidford would suggest that the Landrenters appoint a Committee to arrange terms with the China Navigation Company's agents, and to report to an adjourned meeting to be held on Monday.

Captain McQueen said it might not suit some of the Landrenters to be present at another meeting. Could not the present meeting give permission to lay the hulk alongside, where it suited the Company, pending the fixing of the rent? If the proposal was to be entertained, that at least might be done now. The preparation of the hulk was being pushed on, and they were anxious to get it moored without delay; the terms could if necessary be fixed afterwards.

Mr. Huber said the position must first be fixed.

Captain McQueen suggested that the meeting should allow the Company 800 feet to work on.

The Chairman said, with respect to the desire of the Agents of the Company to settle the whole matter within three or four weeks, that although preliminaries might be arranged, the consent of the Landrenters could not take effect without a reference to the Minister, for his confirmation. The Concession belonged to the Queen, for whom, in the matter of municipal administration, the Landrenters were acting.

The following proposition, by Captain McQueen, was then put in the Chairman's hands—

That the Landrenters give permission to the Agents of the China Navigation Company to moor a hulk off the British Concession, at a point they may consider the safest.

Mr. Carnie seconded.

This was carried *nem con.*

The Chairman called the attention of the meeting to the fact that the resolution put no limits upon terms nor upon time, and, as he had said before, Mr. Wade's confirmation would be required. To secure this the Company's Agents should send a copy of it to him as Consul, which he would take the earliest opportunity of transmitting to Peking.

Mr. Huber asked if the Chinese authorities had not also something to say in regard to the mooring of the hulk.

The Chairman said they had, in respect to the use of the river, and no doubt the Company's Agents would make the necessary application. Neither the Landrenters nor the Company could ignore that; and it would be well therefore if the sanction of the local Superintendent of Customs, (the Taotai,) could be obtained and added to the resolution, to be sent to the Minister. He believed it might be readily got through the Commissioner of Customs.

The Chairman here observed that the resolution in its present shape was vague; the sanction to moor a hulk being simply given, whereas the use of the Bund was the point it was desired to secure, and this defect had better be corrected.

After a few further remarks, Captain McQueen's resolution was again put, and passed in the following more explicit terms—

That the Landrenters give permission to the Agents of the China Navigation Company to connect a moored hulk with the British Concession, at the point the Company may consider the safest.

Mr. Bean proposed and Mr. Sidford seconded—

That the sanction just given by the Landrenters to the C. N. Co. to moor a hulk and connect it with the British Concession only hold good till definite terms are determined on.

Mr. Jerdein thought the project was a very sensible and advantageous one, and all that there was to do was to fix upon terms. He considered the permission was quite worth Tls. 1,000 or Tls. 1,200 a year, and moved an amendment to Mr. Bean's resolution, which Mr. Sidford also seconded—

That the Landrenters lease to the Agents of the C. N. Co. 500 feet of the Bund, for the yearly rent of Tls. 1,000, for 5 years.

On a vote, the amendment was carried by 8 against 7.

In answer to an enquiry by Captain McQueen, as to what would follow if the Company did not accede to this proposal,

The Chairman said they could treat it as an offer, which was what it amounted to.

Mr. Carnie thought that, if the Council were counting upon the result of this contract as an aid to their year's returns, they were expecting too much all at once, considering that the expenditure of the Municipality did not much exceed Tls. 1,000 a year, of which Tls. 800 last year were collected from the Landrenters. On behalf of the Agents of the Company, he might state that they could not entertain the proposal.

Captain McQueen said they had better have a Committee to discuss the terms. A fair price should be given and received, but he thought Mr. Jerdein's amendment fixed rather a high one.

The Chairman also thought the appointment of a Committee would be the best means of settling the matter.

Mr. Huber calculated the charge which Tls. 1,000 would make against each steamer in a proposed fleet of six, calling statedly at the Port, and compared this with the charges paid by the steamers at Hankow, observing that it seemed very reasonable.

Mr. Carnie observed that Chinkiang was very differently situated, having no regular export, and a much smaller trade in imports.

Messrs. Sidford and Bean were then duly appointed a Committee to arrange terms with the Company's Agents.

The Chairman said the next business was to provide for the necessities of the current year, and asked Mr. Bean whether he had any estimates prepared.

Mr. Bean stated that an amount of about Tls. 1,500 was required for the various Municipal objects, principally police, Bund repairs, roads, and drainage. He proposed, Mr. Sidford seconding—

That a tax of three per cent on rentals be collected from the owners of house property on the Concession.

It had been 5 per cent. last year.

Mr. Bean subsequently proposed, Mr. Starrey seconding—

That a tax of Tls. 10 per lot be raised uniformly from all lots on the Concession.

Mr. Huber proposed as an amendment, Père Massa seconding—

That a tax of Tls. 10 be levied on back lots, 15 on the middle ones, and Tls. 20 on the front lots.

On a show of hands the amendment was lost. The original resolution was thereupon put and carried.

Mr. Carnie brought forward another proposition in connection with the Budget, viz:—

That the annual tax of Tls. 100 on pawnshops in the Concession be this year raised to Tls. 150.

This was duly seconded and carried.

Pere Massa claimed that, as was the custom in other ports, such as Hankow, Shanghai and Tientsin, the Church of the Roman Catholic Mission, being a benevolent institution, should be regarded as exempt from taxation.

Mr. Carnie also asked whether they could tax Chinese boats which came alongside the Bund and used it. These boats

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caused more damage, by hooking on to the Bund, than was occasioned in any other way.

The CHAIRMAN said they might meet the question by applying to the Taotai, who could give a right to license boats that plied regularly; but properly he did not think the Landrenters had a right to tax them. They might either get an authority to license the boats, or to keep them from coming alongside. As they used the Bund they clearly ought to pay for the damage they occasioned.

Mr. HUBER thought the Taotai might settle the question by commuting for the damage.

Pere MASSA wished to test the sense of the meeting by putting his proposition in the shape of a resolution, which Mr. HUBER seconded.

The CHAIRMAN said, so far as he was concerned, he did not like to oppose the Church, but the reverend Fathers must recollect that the Concession lots had been granted to the Queen for commercial purposes, and that the Municipality was there to administer the affairs of the place and to raise taxes for Municipal expenses. If the Fathers came and took lots, they must pay their share in support of such expenses. He did not think that under their lease they could be exempted. The Chairman here referred to the lease, and found it contained a stipulation that the lotholder or his representative "shall bear and pay his share in the expense of drainage, making and repairing and lighting of roads and paving of streets, laying out pleasure grounds, police establishments, and such other charges, as may be imposed by a Committee of the Renters of Land within the said site" &c. Under that lease the Landrenters could not free any lotholder. He gave his opinion that they might, if they chose, subscribe as individuals to relieve the Missionaries of the burden of the tax.

The proposition therefore fell to the ground.

Mr. CARNIE presumed it was understood that any offer Messrs. Sidford and Bean, as the Committee to whom the matter was delegated, might make to the C. N. Co., freed goods landed from all further charge, in the form of wharfage dues or otherwise, at the hands of the Municipality.

The CHAIRMAN said, under the resolution that had been passed, the whole question of terms came under the cognisance of the Committee, and the point Mr. Carnie brought up was one of detail, for them to settle. The Committee could refer any terms they made to the Council, of which one of them was in fact a member.

It was then proposed by Mr. CARNIE, in reference to his previous remarks, and seconded by Mr. JERDEIN—

That Her Majesty's Consul be moved to communicate with the Taotai on the subject of boats using the Bund, requesting either that power be given to licence boats to ply at the Bund, or that the Taotai should grant a sum yearly to meet the expenses caused by their damages, or that he prohibit the boat population from using the Bund for landing purposes altogether.

Carried unanimously.

The CHAIRMAN said there was one question he wished to remark on, before the meeting closed. He had noticed that nearly every gate on the Bund had a line of steps carried out. This was in contravention of the terms of the lease of the Concession to the Queen, which required that 40 feet should be left clear as a road, and he wished it to be recorded that the arrangement must be considered as only permissible, subject to the consent of the Consul, on whose requisition the obstructions would have to be removed. He was not prepared to make any requisition in regard to the matter at present, but wished the point to be clearly understood. These steps fairly interfered with the 40 feet, and if one person were at liberty thus to carry out his approaches on to the Bund, another might commit a more serious trespass. He would communicate with the Municipal Council hereafter on the subject.

There being no other business,

Mr. CARNIE proposed and Mr. JERDEIN seconded a vote of thanks to the Chairman.

## Amusements.

### THE PAPER HUNT.

Saturday was a warm day for a long ride, but the meet was large notwithstanding, even for this season; and the average attendance during the past winter has, we believe, far exceeded any previous one. Saturday's Hunt showed the advantage of having Foxes with experience and a capacity for taking trouble. All the country has been so repeatedly ridden over, that it is actually littered with paper, and every line of jumps is as familar as one's own street. But nevertheless our caterers provided a ride of first class character, with a mile or two of new ground hitherto untouched by the ubiquitous paper hunter.

The appointment was at Overweg's Bungalow, and after getting away, our course led along the same line of country as on New Year's day, excepting at a village where a new jump in the form of an artificial ditch tempted the foxes to make a détour; none of the ponies would take it running, but nearly all cleared it easily standing; the novel appearance of the cutting frightened them at first. Near this there were several sticky places that required either free jumping or clever wading to get over, and a large portion of the field—indifferently mounted—consulted their comfort by riding round and thereby avoiding possible grief. A small check, shortly after, kept us well together and the Big Creek was crossed. Only a few of the starters were out of it. Too much familiarity with the route of old Hunts, took the leaders a long way over the paper and gave us a check that was becoming unpleasant from its length, until accident showed us the mistake and led to the recovery of the scent. With a few variations, we now went straight for the river until we reached the beach, and along this we bowled at racing speed for about two miles. No hunt had even been here before, and everyone was delighted with the novelty; it of course favored the good ponies, and the Maloo article was at a discount. After a fine spin on the mud flat, we went into the country again, and reached the Sicawei creek at Mr. White's bungalow. There had been no stoppages for some time, and the pace was so fast that, from this point, there was a mere sprinkling of riders left. From the creek, we stood over towards Fahwah, crossing the Sicawei road just beyond the 4-mile bridge, and wheeling to the right came down the Fahwah line. As soon as our heads were turned home, a lively struggle commenced between the riders still going, and the result was an illustration of the uncertainty of Paper Hunting. Luck had favored several men on the way, but at a ditch behind the village round which we turned to get to the finish, all the leading ponies stopped, and Mr. Hickling on *Neophyte*, fortunately clearing it, won the Hunt, the heavy weights falling to Mr. McLeod, and the extra prize to Mr. Limby. Less than a dozen ponies finished altogether. The sportsman who at our last ride held in his mount for the finish, appeared again on Saturday; but, this time, was not to be found at all, at the close.

### BALL ON THE U. S. S. "IROQUOIS."

The celebration of the anniversary of Washington's birth-day was duly observed on Saturday; the men-of-war and other vessels in harbour were gorgeously dressed out in bunting, making a gay picture from the Bund, and a salute was courteously fired at noon by H. M. S. Cadmus. This royal salute of 21 guns was fired punctually at 12 o'clock, the time of 5 seconds between each gun being marked with admirable accuracy. The commanders and officers of the U. S. S. *Iroquois* and *Saco* had done additional honour to the occasion, by inviting a distinguished company to an afternoon *fête* and dance on board the former vessel. The guests were conveyed from the Custom House wharf, in the steam launches and gigs carefully provided from the men-of-war to re-assure the most timid of the fair sex whom last week's gales might have frightened from the usual sampan. In this commodious manner we safely reached the *Iroquois*, sounds of soft music floating across the waters from the open portholes as we neared the gangway, and lending a gist to the anticipation of the pleasure to come. On crossing the bulwarks and descending on deck, we found ourselves in the midst of a spacious ball-room extending from midships right astern and across the poop, and roofed by a canopy of colour formed from the flags of all nations, known and unknown. An improvised reception room was formed out of the Captain's saloon, and what would correspond to an ordinary (or rather extraordinary) supper was laid out in the Ward-room. Conspicuous among the decorations was a handsome portrait of the Father of his country, and a magnificent bowl of most excellent Green Tea Punch. The guests began to come off shortly after 1 o'clock, and by 2 sufficient ladies had arrived to enable the dancing to commence. In all, about 30 ladies braved the perils of the deep and gave life and beauty to a scene which, up to the time of their arrival, though grand and imposing, lacked animation. The number of uniforms belonging to the officers of the three Navies represented in port, mingled with the varied costumes of the civilians of whom about 100 were present, precluded all possibility of monotony. Notwithstanding the heat, which in the early part of the afternoon was positively oppressive, the festivities were entered upon with great spirit, the ladies exhibiting a praiseworthy self-denial in the cause of the day's enjoyment. No partner was rejected until all the cards were filled, while the fatigue of dance after dance was braved without intermission, until the setting sun gave the signal for a general departure. There were in fact two ball-rooms, one on the poop and one on the upper deck. The coup d'œil looking down from the poop on the lower ball-room was strikingly effective: in the foreground the dancers, beyond them the band, an amalgamation of that on board with one from the shore, which discoursed most excellent music; and in the extreme distance a crowd of admiring sailors; the other sides and corners being filled with the attendant wall-flowers of the non-dance-producing classes—those in fact whose devotions to Terpsichore are confined to silent contemplation. Meanwhile the collation in the ward-room was not neglected: indeed we remarked two streams constantly flowing in and out by way of the companion ladder; one gravely descending, the other smilingly-ascending the facile Averninn descent-variously created types, from the highest intellectual to the lowest omnivorous, being conspicuous in the crowd. Nor must we omit notice of the cosy smoking room which had been rigged up beyond the ball room, affording every comfort to the devotees of the narcotic herb—the tobacco-consuming class. Here, a numerous though select company consoled themselves for their inability to partake farther of the substantial feast below stairs, by joining in the no less real, if slightly less solid, feast of reason and flow of soul liberally dispensed by some highly gifted individuals there assembled. But all feasts must have an end, so most

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unhappily did this one. As the sun's rays sank behind the glowing palaces of our stately Bund, we descended the vessel's side, sadder, if not wiser, men than a short time before; and at leaving a scene so gay and so novel to Shanghai, and one where every surrounding tended to raise the spirits and send the commonplaces of daily life to complete oblivion. Such is the effect, to an ordinary landsman, of a ball afloat under such auspices as those which presided over the entertainment of Saturday last.

We have little room to descant on the taste of the toilettes of the ladies; much less to do justice to the courtesy and hospitality of Captains Adams and Terry, and the Officers of the two vessels, towards their numerous guests. We feel sure that all who were fortunate enough to receive an invitation will join with ourselves in wishing all prosperity to the commanders and their crews, and in hoping that it may not be long before we again have an opportunity of celebrating an anniversary in so delightful a manner.

### MAN-OF-WAR'S BOAT RACE.

*Referee*—Lieut. Greaves, H. M. S. *Dove.*

*Umpires* { C. McDonald, U. S. S. *Iroquois.* / Lieut. A. G. Paul, U. S. S. *Saco.*

*Judges*—Messrs. Nickel and Devonport.

This was a race between the *Saco's* cutter and the *Iroquois'* cutter, each manned by twelve men and a coxswain. Shortly after twelve o'clock, on Thursday, the two boats left their respective ships and were towed down to the starting point, which was a little below Collyer's dock, and distant 5 nautical miles from an imaginary line extending from the River Police Hulk to Reynold's Pagoda. The *Iroquois'* boat won the toss for places and took the Shanghai side, the two boats being placed about midstream. The signal was given to start at 1h. 52m. precisely, and both took the water simultaneously. Before passing the Dock, the *Iroquois'* boat took a slight lead, but that was only momentary, for at 2 o'clock the *Saco* was a clear two lengths ahead, and gradually continued to increase her lead. When opposite Dow's godowns, the *Saco* shaped a course for the Pootung side, and the advantage gained by the local knowledge that was here displayed, in the various sets of tide on the last of the ebb, was soon apparent. Not so the *Iroquois*, which still kept the Shanghai side, where they had both tide and wind to contend against, whereas the *Saco's* cutter was flying through smooth and comparatively still water, sheltered from the southerly wind, which blew moderately fresh about this time. A gun now fired from the U.S.S. *Saco*, announcing that the first boat had passed the Harbour Master's hulk. The excitement on board the two vessels at this time, as well as among the spectators on the Pagoda and the Police hulk, was intense, and the differences of opinion as to which boat was first (both being painted white) were loudly and vehemently expressed. A few strokes more, and all doubt and uncertainty of the result vanished, as by the aid of a telescope, the *Saco* was easily recognised, and the *Iroquois* not to be seen from the Police hulk. Shortly, a white boat propelled by a quick stroke, was observed coming past the Hongkew Wharf. The *Saco's* men were taking it very easy now, and the line was crossed by them and the gun fired announcing their victory at 2 h. 36 min. 2 sec., the distance having been accomplished by the winning boat in 44 minutes and 2 seconds.

Loud cheers were now heard from the *Saco*, and also from the various boats' crews that were hovering around. The *Iroquois'* crew threw up their oars, at 2h. 37 min. but resumed pulling again almost immediately, and ultimately crossed the line at 2 h. 41 min. 55 sec., or 5 min. and 53 sec. after the *Saco's* boat had won.

Both boats were built in Kobe by the same builder, and are of similar dimensions, but the winning boat is prettier in the eyes of a Rowist. To show, however, that the *Iroquois'* men were sanguine of winning, they covered $110 in addition to the original stake. There are said also to have been bets exceeding $1,000, though the odds in this case were mostly in favor of the *Saco's* crew, who we may mention are the same men that rowed and won at the last Autumn Regatta on the Soochow Creek.

The distance was measured by the Harbour Master. The following were the terms of the Race:—

1.—Five miles straightaway race—boats to start from a place decided upon by the Referee, and finish at River Police Hulk.

2.—Boats to start near slack water, but before the flood made, that is, on the last of the ebb tide.

3.—The signal for starting will be a gun fired from the Referee's boat.

4.—If a false start, the boats to be recalled by a second gun.

5.—[Referred only to depositing stakes.]

6.—The Referee to be decided upon by the umpires before the race.

7.—The time for starting to be given the day before the race.

8.—The Referee to decide if the weather is suitable.

9.—No spare oars to be carried by either boat.

10.—The race to be for $500 aside.

11.—No fouling—the boat that fouls loses the race.

12.—Neither boat to take the other boat's course until fully 2 boats' length ahead.

13.—Choice for position to be drawn for on the course.

(Signed) A. G. Paul, *Saco.*
" C. McDonald, *Iroquois.*

## Miscellaneous.

### TRIAL TRIP OF THE "APPIN."

On Friday, a number of gentlemen enjoyed the hospitality of Captain Russell of the steamer *Appin*, on a trip down the river beyond Bush Island. The company, which numbered about sixty, included gentlemen representing the highest type of created intelligence, down to gentlemen connected with the Press. The day was lovely, and at one period so warm that the shade of an awning was quite a grateful relief from the rays of the sun. About midday the steamer was brought to an anchor near to the Island, and the guests were entertained at a sumptuous collation set out in the fore compartment of the vessel. The tables groaned under the numerous good things thereon piled, which comprised all the delicacies of the season. The pleasure of the trip down had given keenness to the appetites of many, so that, when a gentleman well known for his good fellowship and oratory, rose to propose the health of the host, he was fain to sit down under a volley of humorous remonstrance, and to bide a more appropriate time; the flow of reason had to wait the despatch of *sole*. At length hunger was satisfied, and the Orator gained, 'midst thundering applause, the hearing which the toast deserved; a deservedly complimentary speech was received with appreciative honor, and Captain Russell's health drunk with enthusiasm. Captain Russell in a modest speech acknowledged the compliment.

"Prosperity to E-wo" was cordially received, and replied to by a gentleman who was proud to be a humble member of a Hong whose name and fame were known far and wide. The Commodore of the S.Y.C. alluded playfully to the fact of the party being where they were, as entirely owing to the thirst for exploration evinced by the Geographical contributor to the *Daily News*, and kindly proposed "The Press." Eventually, the tiffin, like all other good things, came to an end, and the anchor was weighed for the return trip. Repartee, and Rifle practice—at floating empty bottles—combined to passed away the time cheerily and merrily. Perhaps one of the best things said was by the man from the moon—who, as the steamer neared the wharf and looked very much like coming into collision with the *Sindh*, asked if we should be sinned against or sinning. Everyone thoroughly appreciated the hospitality of Captain Russell, and enjoyed the trip.

### THE LAUNCH OF THE "NANKING."

It had appeared, on Tuesday night, that the weather was to be thoroughly unfavourable for the launch of the S. S. N. Company's new steamer, *Nanking*; but the clouds gradually broke up and drifted away yesterday, during the forenoon, till the sun shone brightly out upon all the crowds who had assembled to witness the event. Constructed chiefly in New York, the new steamer has been sent out in parts, and put together at the Company's Yard in Hongkew, under the supervision of Mr. Lambert, and of Mr. Coryell their Marine Superintendent. In this direction accordingly, towards the 1h. after noon, fixed for the launch, the greater part of Shanghai gradually drifted—in trap or yacht, on foot or wheelbarrow, as opportunity offered or taste dictated. The Company's steamer *Chusan*, lying alongside of the Kin-wing-sing Wharf, had been courteously placed at the disposal of the public; and on board of her congregated the greater number of the Ladies who had come to witness the event. But to the majority of Men the steamer *Fychow*, lying between the *Chusan* and the Wharf, seemed to offer the best stand-point; and her hurricane deck was dark with coats, that had gathered together with an altogether un-Shanghai-like punctuality.

And the launch itself was punctual too. Hardly had the spectators looked round on the busy premises; noted the curiosity of a Chinese gunboat which halted in mid-stream to witness the event; and admired the gorgeous display of flags on board the new vessel, than the first blocks were knocked away, and all attention was concentrated on the preparations for the launch. Gradually, as support after support disappeared, expectation become more intent, till at about 1.35 p.m. a scarcely perceptible motion heralded success; and, to use the words consecrated by all usage for the occasion—"the noble vessel glided gracefully down the ways into her native element." We had almost omitted the most interesting feature of the ceremony, the christening of the new craft. An electric apparatus had been carefully prepared, by which the customary bottle of champagne should fall on the bows, and a board bearing in large gilded letters the word "Nanking" turn outward and declare the name she was destined to receive. Neither here nor in the launch did doubt or hitch interpose; at the given moment, Miss Isabella Forbes, the daughter of the President of the Company, performed the ceremony to perfection; and the *Nanking* was launched into the world of waters.

Loud cheers from the foreigners on board the *Fychow* and *Chusan*, and responsive cheers from on board the new vessel herself, hailed the perfect success. Even the Chinese carpenters were overcome, and impelled to perpetrate impossible gymnastics, in the excitement of their enthusiasm; while other Chinese maintained more creditably the practical spirit of their race, by rushing in sampans to pick up the numberless stray pieces of wood that had glided with the cradle into the water.

After the launch, the spectators flocked instinctively towards the saloon of the *Chusan*, where a handsome lunch was laid out, and where one of the first proceedings was to drink a hearty toast to Mr. Coryell, in congratulation on the success of

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the event. The feelings—both of the public who had witnessed this success, and of Mr. Coryell who had so much contributed to it,—were altogether too strong for words; and all formality of speech or reply was discarded, or overwhelmed in a general shout of congratulation and explosion of "fiz."

There was one toast, however, in respect of which no formality can be disregarded; and Mr. Miller obeyed a general call in giving expression to a desire to do honor to the Ladies." "No assembly in Shanghai," Mr. Miller said, "ever omitted to propose one special toast before parting. On the present occasion, a number of ladies had graced by their presence the launch of the good steamer *Nanking*; and all present would wish to express their sense of the courtesy. The occasion had been too much for Mr. Coryell, who was too overcome to reply to the toast that had just been drunk, to his health; but he was sure all present would respond energetically to the toast he now had the honour to offer. A very young lady, Miss Isabella Forbes, had made a brilliant début on the occasion, by the successful manner in which she had christened the *Nanking*; and in drinking the health of the Ladies, and especially that of the young lady he had named, he could not do better than call on Mr. Forbes, than whom no more eloquent or graceful—" Enthusiastic shouts of applause prevented us from hearing the few concluding words; but a ready acknowledgment of the toast by Mr. Forbes, on behalf of his little daughter, soon proved that they had been appreciated in the immediate neighbourhood of the speaker. Miss Forbes, however, so emphatically declined to fill the chair for more than a very few seconds, that we could hardly catch more of the speech than a brief and natural expression of thanks.

The greater part of the company now wended their way homewards, to resume avocations that had been so pleasantly interrupted; congratulating, alternately, themselves upon the fine day, and the Shanghai Steam Navigation Company upon the successful addition of a new ship to their magnificent fleet.

The *Nanking* measures 300 feet keel, 50 feet beam, and 330 feet over all. Her tonnage is 1800 tons deadweight and 3800 tons measurement—which means, probably, that she will carry some 5,000 tons of river cargo if emergency arise—on a draught of about 7ft. or 7ft., 6in. She is wholly American in regard to material—her frame, entirely of iron, having been made in New York and shipped in pieces to Shanghai; while her wood-work, though fashioned in Shanghai, is of American pitch-pine. She is to be fitted with the engines of the Company's old steamer *Chekiang* which was burnt upon the river in 1865. These are of 800 horse-power, and after the working beam model. It is proposed, we believe, to fit her like the *Fire Queen*, and she is likely to be finished about the 15th May.

## PIRACY AND CANNIBALISM IN THE INDIAN ARCHIPELAGO.

*(Straits Times.)*

In the *Indier* of the 29th December, appears an article on Piracy in the Indian Archipelago, based on official documents lately published, which show the nature and extent of that evil during the year 1858; from this article, the following extract is made:—"One of the most interesting pieces of information contained in these official documents bears upon a set of pirates of the worst kind, whose existence was unknown until 1856. In the summing up of the documents, we read:—Besides what has been noticed above, there has been received from the Governor of Celebes, as a continuation to the reports already published of expeditions and cruises performed in 1858, a declaration which furnished positive proofs of the existence of a kind of pirates hitherto unknown, who have made their appearance for a series of years in increasing strength, in the Archipelago and, above all, on the coast of Celebes to the north of Macassar. A native named Lakabi, who escaped out of their hands by swimming, passed three years amongst them and supplies the most positive information as to their abominable customs. They are Papuans of the lowest grade of civilisation, who carry on man stealing with no other object apparently than that of fattening and eating up the unfortunates who fall into their hands. Cannibals in the worst sense of the word, such as are only met with amongst the wild races of the South Sea islands, who have not hesitated to show themselves for years in the most frequented portions of the Indian Archipelago, and have as yet escaped from the avenging arm of the Netherlands Government. The Governor of the Moluccs Islands states that, although at the time of Lakabi's declaration, the name of the place from the headman under whose rule they are did not tally with information obtained, no doubts exist that they came from New Guinea and dwell probably at Tulloh Berow Bay, the deep entrance to which forms part of the most unknown portions of that island. It is extremely necessary that further inquiries be made so as to ensure certainty on this point, so that these horrible monsters may be attacked and destroyed in their lurking places. The information furnished by Lakabi will be very useful in case of an expedition being made into those districts.

The declaration of Lakabi runs as follows:—Lakabi, a native of Macassar, escaped from the Sea rovers by springing overboard when their prahu lay at anchor at Tonra Batana. He was on a voyage from Macassar to Monthar, when he was attacked by a piratical prahu. During the fight which followed, two of the crew of his prahu were killed: he himself and the survivors (11 in number) were made prisoners. The pirates had only one prahu *bintak*; the armament of the latter consisted of 20 muskets, 3 lillas, besides javellins and long knives; the pirates were well provided with powder and lead. The commander of the piratical prahu was usually styled Toei. The pirates were from Papua; the name of the village near which they usually landed there, was Litting. The piratical prahu was fitted out by a Papuan Chief, Arapi by name. Labaki and one Supu were the youngest of the captives and were not bound. Lakabi had a Koran with him and gave lessons from it to Supu. When the piratical chief perceived this he appointed Lakabi teacher to his child, who continued to act as such until his escape. Shortly afterwards, Supu and two others were, during the voyage, strangled on board; the bodies were afterwards put on a gridiron over a fire; when the bodies were half cooked, they were taken off the gridiron; the stomachs were then cut open, and the coagulated blood taken out, divided into portions, and consumed. The inside of bodies having been cleared, the latter were put on the fire again and, when cooked, cut to pieces and eaten up. After their arrival at Papua, all the captives except Lakabi underwent the same fate successively: it appeared from the multitude of bones lying about, that many had been slaughtered before. After they had captured the prahu, the pirates returned immediately to Papua which they reached within 10 days. Lakabi made several expeditions along with them, which sometimes lasted days and sometimes months, in company with from 2 to 8 vessels. They were more than once in the waters of Celebes, where he was present at the capture of a prahu from Bonnrate, on which occasion 15 persons were made prisoners; all those prisoners were successively strangled and eaten. The prahus took in supplies of water at uninhabited islands in the neighbourhood of Ceram, and were cleaned at Papua. On the return voyage, uninhabited places were again touched at, the names of which are not known to him. The piratical prahus were fitted out by a certain Rajah, Eersi by name. They usually put to sea at the beginning of the E. Monsoon. When they meet with one another their relations are friendly: on such occasions, human beings are strangled and eaten.

The foregoing is an important declaration which, though plainly inaccurate in certain points, is undoubtedly true in the main, and proves that at Ceram or on one of the islands near it there exists a population of Papuans who, wholly on their own account, carry on piracy or rather man stealing at sea with the definite and horrible purpose of fattening and eating the captives they make. As far as is known, this is the first declaration made on the subject: probably, the hitherto unknown nature of the existence of these cannibals is owing to their custom of eating their captives. They touch at no inhabited places, and yearly pirate about the month of June in the waters between Ujong Lera and Cape Mandhar. This abominable band has thus found a home in our possessions." The *Indier* asks whether the Government has taken effective measures against these monsters, and adds that in the official documents nothing more is said on the subject than what appears above.

## HAWAII.

*(San Francisco News Letter.)*

Whatever may be said about Kamehameha the Fifth as supporting his regal dignity, one thing cannot be denied, that he came from a royal stock. By royal, we mean that quality which caused the children of Israel to elect Saul as their king because he overtopped the nation by a head and shoulders. Old Kamehameha the First, who united the group of islands under one sovereignty, was of immense stature and strength, at the same time symmetrical in form, joined to mental qualities that fit a man to be a ruler. Prior to his accession, each island possessed its individual king, and predatory warfare was rife among them. Now, the last of the line is dead and the throne is vacant. To us, accustomed to regard our immense territory, and to Europeans, with their glittering courts and standing armies, the spectacle of a dark-skinned sovereign of a cluster of small islands, whose inhabitants have but lately emerged from the simplicity of savage life, and who, thanks to civilization, missionaries and rum, are rapidly decreasing in numbers, presents an aspect sufficiently ridiculous; but the natives looked up with as much reverence to their king as the Englishman to Victoria or the Russian peasant to the Czar. The question now arises, what is to become of the Sandwich Islands? We do not expect an answer to the problem until much diplomacy has been exercised and red tape most profusely brought into use. England and France have always assumed a protectorate over the Islands, guaranteeing their integrity simply to prevent their annexation by the United States or by Russia. America claims them as hers on account of geographical position, yet Eastern Asia, which exceeds the United States in population, might, with equal justice, urge the same claim. Russia has also a coast line on the Pacific, and her possessions are almost as near the Sandwich Islands as California. England may say that when her continental railroad is built, her steamers will ply to Japan, China, New Zealand and Australia; that she also will require a coaling station, which alone can be advantageously furnished by Honolulu. For it will not do for America to take Oahu, and England to be content with Maui and Russia to annex Hawaii, for the simple reason that Honolulu is the only harbor where a vessel can enter and ride with safety, and that partly owing to artificial works, such as the construction of a breakwater and removal of coral reefs. The Bay of Lahaina is too shallow and exposed; the harbor of Hilo is too iron-bound and tempeatuous, so that at the present moment the only thing appears to be for the great powers either to continue the the present mimic monarchy, or to come to an amicable arrangement declaring the port of Honolulu neutral and free to the ships of all nations, at the same time establishing a form of government in which representatives of all nations shall take part and regulate the internal economy of the Hawaiian group. For, not only geographically, but commercially, the Sandwich Islands have become important. The export of coffee, sugar, molasses, rice, even of wood, have steadily increased, with only the exception of coffee, which cannot compete with Rio and Manilla. The passenger traffic is considerable, and will be greater when the new line of steamers is thoroughly organized. At the present moment a naval force under various flags is hastening to the scene of operations, for there are many bold and unscrupulous men who would not hesitate to attempt to seize the reins of government and place on their heads the empty crown of King Kamehameha the Fifth.

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# Law Reports.

## CIVIL SUMMARY COURT.

Shanghai, Feb. 28th.

Before R. A. Mowat, Esq.

J. Compton & Co., *v.* G. Roggers.

*Claim for* $20, *damages to a carriage by collision.*

A collision seems to have occurred between a carriage driven by plaintiff's mafoo and one driven by defendant's mafoo while on their respective master's business. The plaintiff claims $20 as the amount that it has cost him to repair the damage. Before repairing the damage, plaintiff gave defendant an opportunity of inspecting it, of which, however, defendant didn't avail himself.

The shaft of defendant's carriage was injured and he has had to pay $5 to repair it. He never claimed this amount, but thought each would pay his own damage. Accident occurred on the 5th instant.

Chen-chin-tee, plaintiff's mafoo—I remember the collision with the trap driven by defendant's mafoo. It occurred in the Hupeh Road about 4 p.m. I was driving towards the Maloo. The other carriage was behind mine and coming in the same direction. We were about half a *li* from the Maloo. I was going slow, there being other carriages standing in the road. The other mafoo whipped his pony, and his carriage came into collision with mine on the left hand side. It struck the wheel and the shaft and the splashboard. The wheel was struck off, the shaft was broken, and the splashboard was knocked off. The carriage was taken home by coolies. Before the collision, the fittings of it were in good order; it was new. I was on the left side of the road.

By Defendant—It was not on the right hand side of the road that the collision happened.

Sum-ah-kun—Defendant's mafoo, stated—The other carriage was in front. I was behind, both going in the same direction. My carriage came into collision with the other on the left side. The other carriage stopped and I could not stop mine in time. I was on the right hand side of the road. The other carriage was on the right hand side of the road too—both at the same distance from the side of the road. I was following the other trap for about 10 minutes.

Another witness who was being driven in the first carriage, said the collision occurred on the right hand side of the road. He considered the collision was due to the second carriage attempting to pass the other round on the left. The first carriage had not stopped, but was going a little slower than it had been, because the street was crowded.

Defendant argued that it was impossible for his carriage to have passed the other on the right hand side (*as ordered by the Municipal regulations*) and in endeavouring to pass on the other side, the collision occurred, which he maintained was owing to plaintiff's carriage being on the wrong side of the road.

His Worship said according to the evidence, both carriages were on the wrong side of the road, but it did not follow that in one attempting to pass the other they should necessarily collide. On one side of the carriage in front there was 5 feet, and on the other about 21 feet. The main rule of the road was to avoid collisions.

Judgment for plaintiff with costs.

Defendant then objected to the amount claimed for the damage done.

Plaintiff was placed in the witness box, and said he repaired the damage himself, and by so doing it cost less than if he had sent it to Edbrook and Co., or any Chinese carriage builder.

Objection over-ruled.

## INQUEST.

Shanghai, Feb. 21st.

Before R. A. Mowat, Esq., *Coroner*, and Messrs. E. E. Bowen, G. Baker and F. O. Eustace, *Jurors*.

On the body of Alfred Kite, late Trimmer of the s.s. *Craigforth*.

The deceased lost his life by drowning from on board the s.s. *Craigforth*, on the 17th inst. The particulars were set forth in a preliminary enquiry, held before the Police Magistrate on the 19th—into a charge against John Wilson, seaman of the *Craigforth*, of having caused the death of deceased. The body having been discovered, an inquest was held at the Hongkew Police Station to-day.

Lewis Tindal, third mate, and John Sibbon A.B. of the *Craigforth* were called, and identified the body. These witnesses then repeated the evidence given by them before the Police Court on Wednesday (*v. N.-C. Herald* 20th Feb.)

The Jury, after consultation, returned a verdict of manslaughter against John Wilson.

## INQUEST.

(Adjourned from 19th instant.)

Shanghai, February 21.

Before R. A. Mowat, Esq., *Coroner*, and Messrs. Balfour, Manson, and Provand, *Jurors*.

On the bodies of William Christie, William Stewart and John Ogilvie Mainland.

The Coroner had first to state that, in accordance with the desire of the Jury, Dr. Johnston had examined the remains, and had handed to him the following letter and certificate.

Shanghai, 20th February.

Sir,—In accordance with your instructions I have examined the charred remains brought from the Arsenal, and found them to consist of portions of the remains of three human bodies, and parts of the carcasses of two animals. For your information I enclose a memo. of the examination.

I am, &c.,

J. Johnston, M.D.

To R. A. Mowat, Esq.

Memo.

The whole of the remains did not occupy more space than about a third of an ordinarily sized coffin. Five portions were examined as follows:—The first was part of a human pelvis with parts of both thigh bones attached, a portion of the spine, the liver and gall bladder, intestine &c. The second was the lower part of a human spine and part of the pelvis; lungs, heart and intestine. The third was a human pelvis and part of the cavity of the chest with lung adherent. The remaining two parts were evidently the remains of two animals; one contained the entrails, liver, stomach and portions of food in it, and one kidney of small size. The other part was spine with ribs attached, also the lungs and heart. The kidney and stomach of the former prove that the animal was of small size. The spine and ribs of the latter indicate that it was an animal of larger size.

James Johnston, M. D.

In reply to further questions which he (the Coroner) had asked, in order to set all doubt at rest, Dr. Johnston had said—That there must have been three persons burnt to account for the remains which were found; and three persons would account for all. The evidence spoke to the existence of a large dog and a pup. So that the medical certificate harmonised with the evidence; and they must dismiss from their mind all faith, if they had ever put any, in the story of the Chinamen, that they had seen Mainland.

The Court would now [illegible] on to take further evidence, and first called

G. G. Reid, who was re-examined as to his statement that he left the deceased at 17min. to 12 and was awoke to find the house burning at 10 min. past 12. Witness could only account for it in this way; He looked at his watch when he went home, undressed and went to bed and the interval appeared to him to be very short. Had been asleep. Did not look at his watch when he awoke. But had thought he heard two bells struck on board the ship in the river, after he went out.

To a Juror.—I do not know that any of the deceased owed any money to their Chinese servants, beyond the wages which would be due at the end of the month. I do not know but that they were all on a perfect understanding with the people at the Arsenal.

John Stokes.—I am gun-barrel borer at the Arsenal. I parted with Christie at 20m. to 10, in his own house. The stove was burning in his room, a little. I put three bits of coals on the fire, about 20m. past nine. I stayed to 20m. to ten; there was only one bit left. The boy was away, and I don't think Christie would go down to get more. They knocked for us to go in to Mr. Mainland's room, but Christie did not go while I was there. There is no communication between his room and Mr. Mainland's. I was awoke by the gong; I think the clock marked half past one. I ran down stairs, and saw the flames rushing out of Mr. Christie's bedroom. I got within 20 yards of his house, and then turned back to go round to Mainland's. As I passed, two native servants came out from under Mr. Mainland's, with their blankets. I asked one—"Mr. Christie have got?" He said "Yes, topside." I went back. I couldn't get nearer. When I first got to Christie's, the flames were coming out so fast I could not get past; therefore I turned back. There were only smoke and sparks when I first approached Mainland's. The flames broke out before I could reach it. There seemed at first to be no fire underneath.

To Court:—So far as I know, the fire must have originated in Mr. Christie's room. His rooms seemed all in flames as I approached. From the time I came out till the time the flames reached the other end of the building, was not, I should think, more than half an hour. The fire ran along very quickly. I can give no idea how the fire commenced. There was only a handful of fire when I left. He had no more coal up stairs; his boy was away, and I do not think he would go to fetch any. He had four kerosine lamps, two on the table and two suspended from the ceiling. I think he slept with one light. He was perfectly sober when I left. As I came away he asked me to have some brandy and water, and we had one glass. That was all we had the whole time. We were arranging books in a case. I felt no effects from that glass of brandy. Christie was habitually a sober man. I did not notice what quantity of spirit was in the bottle; he went round a corner to pour it out, and brought the glass. The lamps were good ones, and were standing on a firm table.

Se-zun—I am a watchman on board the gunboat (in dock) at the Arsenal. I saw fire in the middle of the foreign buildings. I called the mate. I am not certain the fire was exactly in the middle. It was on the side of the dock. I saw it before it came out of the windows. The mate told me to strike the bell. I did so. The gong was struck on shore, afterwards. It was shortly after ½ past 1. I had heard three bells.

The (Chinese) Mate of the gunboat, called, stated—The watchman called me at 1.45. I told him to strike the fire bell and call the sailors. The fire commenced in the part of the building facing the river, in the quarter where the foreigners lived. At the time I was called, the fire was coming out of the window. I looked at the watch and saw it was 1.45. I did not see anyone standing about. I knew foreigners lived there. I did not know whether they were there at the moment. I could not say whether there was fire at the other end [Mr. Stripling explained that there was a quantity of gunpowder and shell on the gunboat, and witness was too busy to go ashore to see. Mr. Stripling further said he had been informed on board the *Curlew* that the fire was first observed at 2.15.]

Mr. Christie's house-coolie called:—Was there on the night of the fire. I slept on the dock side, in front, downstairs. I was asleep. The bell woke me. There was nothing to warm the room where I slept—no charcoal stove. I ran out and sat down. Half of the verandah was in flames on my side, I knew there were people sleeping up-stairs. I did not try to let them know. I was too frightened. By the time I came out, the fire was already down below. I last saw my master (Mr. Christie) about 8 p.m.—up-stairs. I was cleaning glasses there. I took up coals at 8 p.m., about 10-lbs. I did not go up again. The coals were kept in the kitchen, in an outhouse. I was sleeping in one room, and there were two other men sleeping in another room.

Mr. Mainland's boy—examined, was sleeping downstairs, went to bed at ½ past 7. I was awoke by voices of people crying out, and a gong. The voices were out-side. The up-stairs was all in flames. I slept on the east side. I knew my master was there. At the time I got up, I was afraid to go to call him. I was called at 11 p.m. to bring something to eat—some bread and cold beef. I came down and slept again. There was some coal upstairs. A coolie was sleeping with me. My master had two little dogs. Mr. Christie had a large one, which used to sleep upstairs. I did not hear the dogs barking.

Mr. Mainland's coolie—last saw his master at 8 p.m.; went to bed at that time. Slept till I heard the bell. I do not take coals upstairs, the boy does.

John Rolls.—I had corrected my clock the day before. The gong struck under my window at 10m. past 2. The fire engine ran out nearly at the same moment. I looked out and saw Mr. Christie's room in flames, the flames were blowing over towards Mr. Mainland's rooms. It took me 15 minutes to dress, as I

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was lame; and when I got down the flames were far along the building.

The Mate of the gunboat, recalled.—About 5 minutes elapsed between my man striking the bell, and the gong being struck.

Mr. REY.—I first saw the fire at 5 minutes past 2. I could not say which corner was on fire. I saw it was at the river end. I live in a separate house, standing North from the burnt building. I came up on Mr. Mainland's side. I saw the door and window shut, I threw bricks and stones to try to break them, but I was soon driven back, the fire was too strong.

That concluded the evidence.

After a short consultation, the Jury returned a verdict of—"Accidental death by fire. There is no sufficient evidence of the manner in which the fire originated, but it would seem that a smouldering fire must have been going on for some time, by which the deceased must have been asphyxiated and so rendered unable to attempt their escape, and thereafter were burnt to death. The rapid progress of the fire after the first alarm permitted of no effectual assistance from the outside."

## POLICE COURT.

Shanghai, 21st Feb.

Before R. A. MOWAT, Esq.,

R. *v.* TRAVERS *(Assault.)*

Prisoner was charged with an unprovoked assault on Captain Ratsey, of the Brit. barque *G. Washington*.

It appeared that the prisoner had deserted some time ago from a ship in harbour, and had been living at the Sailors' Home, a burden on Government. When the *G. Washington* arrived in port, he went on board to ask for employment, representing that he had been dismissed from Government support, and was without food or resources. The Captain took him in for a day or two, and told him on the 20th, that he would take him over to Nagasaki and back on trial, and keep him if he suited.

Travers went away from the ship and got drunk the same evening, was taken up by the Police and brought before the Court this morning.

Captain Ratsey met him afterwards, in the Shipping Office, and told him that after this incident and the bad accounts he had heard of him—desertion, drunkenness, &c.—he would not now take him. Travers got excited and, while they were each stating the circumstances to Mr. Tapp, suddenly raised his fist and struck Captain Ratsey a violent blow on the cheek.

Travers was at once taken back before the Magistrate, (the *G. Washington* sailing that evening) where he admitted the assault, pleading as an excuse that the Captain had angered him by denying, before Mr. Tapp, what the latter had said about him.

The assault was clearly proved, but the Court deferred passing sentence on account of the violent passion shown by the prisoner, who was unfit to listen to what was said.

22nd February.

R. *v.* TRAVERS—assault.

Remanded from yesterday.

Prisoner, on being asked what he had to say in his defence, stated:—When I appeared before Mr. Tapp in the presence of Captain Ratsey, the latter denied having stated that Mr. Tapp gave me (prisoner) a bad character, although he had said so the day before on board the ship, in the presence of several other witnesses, including his wife. This so enraged me, that I struck him for giving me the lie.

HIS WORSHIP—You were not in a state to be dealt with yesterday. You had entirely lost all command over your actions. I now see how useless it is for me to be lenient towards men of your class. You have been before the Court on several previous occasions, and were released only yesterday in order that you might have another chance; but instead of behaving yourself in a quiet manner, you have committed a brutal and unprovoked assault on an undefended man, in the shipping office of the Consulate; I might say a cruel assault, comparing the difference of size between yourself and the prosecutor. I must therefore inflict a heavy punishment on you. Two months imprisonment with hard labour for the assault, and thereafter to be deported as a man of bad character.

February 25th.

R. *v.* W. MITCHELL, 2nd Engineer s.s. *Chinkiang*.

*Drunk and incapable—Absent without leave.*

Capt. HOGG stated that prisoner was out of the ship yesterday at 6 p.m. and was not back this morning, having been locked up. He had no permission to go on shore.

JOHN BROWN, Chief Engineer, sworn, stated—Accused was drunk all day yesterday. I bore with him until 3 o'clock, and then told him to go to his cabin till he got sober. This morning I missed him from the ship. I did not give him permission to go on shore. As a rule, we knock off work at 5 o'clock. I was not on shore yesterday. The 3rd Engineer was not on shore either. On Sunday the 2nd and 3rd Engineers were both on shore. I gave them permission. They are not allowed to go on shore without permission.

PRISONER.—Was I told to stop on board the ship? Was there not one engineer on board, and is it not customary when in harbour for only one to remain on board at night?

JOHN BROWN proceeded—Prisoner has been very little use to me since we left England. He was shipped by the Superintendent Engineer to the Company in London. I joined the ship in Newcastle.

Captain HOGG, in reply to his Worship, said that prisoner had been drunk on several previous occasions. He had threatened him (prisoner) with imprisonment in Hongkong for the same offence, and now thought it would be best to discharge him at once.

HIS WORSHIP.—I am determined to make an example of officers and engineers that will get drunk.

Fined $5 for being drunk and sentenced to 14 days' imprisonment for being absent without leave, and to pay for support whilst in gaol, together with costs of the case.

26th February.

R. *v.* JOHN WILSON, S. S. *Craigforth*.

*Remanded case of Manslaughter.*

JOHN STEDON, sworn, stated—I have since my last examination seen a dead body at the Hongkew Police Station, which I identified as the body of Alfred Kite.

PATRICK HENRY, sworn, stated—I was a fireman of the *Craigforth*. I remember last Monday week and what occurred on board. Alf (the deceased) went over from the firemen's part of the forecastle to the seamen's part, where Wilson was sitting down having his breakfast. They had some words and began to fight. I dont know who began it. I went over as the fighting was going on, and I saw Wilson making as if he would strike Alf with a coal-bucket, saying at the time "there's enough of you down on me because I am a Russian." Robson snatched the bucket from his hand, and struck him, driving him on to the other. Walker and Robson and I all spoke to him about having taken the bucket, because if he struck the man with it he might have killed him. I said why dont you go to work and fight him. Wilson put down his breakfast and went on deck, saying, "come up here and I will fight you fair." Alf, who was very drunk, went on deck, and in about 10 or 15 seconds I also went up. They then seemed to have been wrestling and to have just parted, Wilson staggering backwards towards the forehatch inboard, and the other outboard towards the gangway where they ship cargo. There was no rail to this, and there was a water combing a few inches in. Alf staggered sideways for a certain time till he came towards the edge, and then went round with his face towards the water. He fell on the waterways, his knees striking the water-board. I believe it was the staggering motion which made him fall. The greater weight of his body was over the edge. The third mate came up and snatched hold of him with his left hand while he caught the rail with his right; whether he grabbed him for a certain time I dont know, but the weight was too much for him and Alf went down. I asked if nobody would go over after him. Wilson came up and said "Oh! Henry, save him." I only waited to take off my shoes and dived after him twice, but could not find him and the water was so cold I had to give it up.

To Mr. STRIPLING—Wilson would have fallen inboard if he had fallen. I was standing just as we came above the forehatch till I made the dive over after Kite. When I followed them up on deck there was no one else standing at the forecastle hatch that I noticed. I had only a fourth share of a pint of some liquor from the bumboat,—what it was made of I could not say, but I was not drunk. I think Wilson had a little drink in him. I didn't see any blow or kick given on either side. Alf was so drunk that he could hardly stand, and he had been shoved down before in the forecastle by Wilson. Wilson first left the forecastle to go on deck and gave Alf a challenge both as he was going up and after he had reached the deck. There was no quarrelling went on usually. Both deceased and prisoner were quiet men.

To the COURT.—Wilson called out a challenge as he began to go up the forecastle steps and after he got up, speaking so loudly that I think the third mate's attention was attracted by the row.

Prisoner said he was much in liquor but he thought he remembered witness trying to help Kite off with his shirt.

Witness, in answer to remarks by prisoner, said he did not remember Alf striking prisoner before the latter lifted the coalbucket. He did not see prisoner bleeding, though he had black eyes and scratches on his face when he came on board. Did not hear prisoner recommend Kite to turn in and be quiet.

Prisoner said he wanted to be quiet, but witness kept saying "go for him, go for him" and he felt obliged to take his own part.

His Worship then give prisoner the statutory warning and committed him for trial on the charge of manslaughter. Prisoner reserved any further statement he might have to make in his own defence.

R. *v* HENRY PERKINS, *William Turner*.

*Absence without leave and neglect of duty.*

Defendant admitted, but said he understood the captain did not wish to press the charge against him.

The captain said he had not intended to do so, if he could discharge the man, but this would not be allowed.

Defendant said in answer to his Worship that he had made a mistake. He had got leave to be on shore on a Saturday, but had stayed till the following Tuesday.

To pay costs and forfeit six days pay.

## IN H. B. M.'s PROVINCIAL COURT.

Nagasaki, 12th Feb., 1873.

Before MARCUS FLOWERS, Esq.

*H. B. M.'s Consul.*

R. *v.* { Edward Whittington. / G. Atkins. / E. Hinard. / Ed. Williams. / R. Smith. } Crew of the Br. Schooner *Annie Muriel*.

Walter Hayward, Master:—Last night about seven ½ o'clock the 2nd mate came into my cabin and reported to me that one of the men was going on shore. I went on deck and found Whittington on the rail of the ship with his chest and bag. I told him he must not leave the ship, whereupon the remainder of the crew, with one exception (Smith,) came aft and all and each of them made use of very threatening and abusive language towards me, avowing that they would not sail in the ship with me. When I attempted to check Whittington they all surrounded me, with threatening gestures, and two men (Atkins and Williams,) actually seized hold of me. I sent on board H. M. S. *Teazer* for assistance, and an officer and boat's crew came and removed the men. I declare that their conduct was mutinous and insubordinate in a high degree, and was such as to put me in actual bodily fear.

John Brown, Consulate Constable.—Last night at about two o'clock, in accordance with instructions received from H. B. M.'s Consul, I went on board H. B. M.'s S. *Teazer*. I found there five men of the crew of the *Annie Muriel*, lying on deck; in accordance with my instructions I put them in irons, brought them on shore, and put them in prison. They were all perfectly sober and came on shore quietly.

Mitchell.—Was on board *Argus* at about 7.30 P.M. Attracted by an uproar on board *Annie Muriel*—went there in company with Captain Cheetham, found crew in a state of mutiny, two, Atkin and Whittington, being especially violent, making use of threatening,

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insulting and abusive language towards the Captain, who gave no provocation whatsoever. I distinctly heard Whittington say that he had intended getting up a row as he did not wish to sail in this 'b—y hooker,' and that he simulated drunkenness with that object. Williams seemed to me to be trying to keep the other men quiet.

Henry Anderson, Chief mate.—Last night three of the men came alongside in a sampan, and after coming on deck went into the forecastle. Whittington came out again shortly afterwards and said he was going on shore again even if he had to swim for it. He got on the rail of the ship, and I, fearing that he would jump overboard, caught him by his pants and pulled him down. The Captain then came out of his cabin. He had not been on deck when the men came on board, nor had he previously made any remark to them whatsoever.

Edward Whittington, A. B. stated that, having left the shore at 8½ last night went alongside in the sampan. A belaying pin was pitched into the sampan, and when I went on deck the Captain said he would take it out of me before we got to Shanghai. All right, I said, if you say that I'll go on shore again. The Captain caught me by my clothes, tore them, and threw me down on the deck, the others came and interfered and I then went forward without saying anything more.

In answer to Captain, could not say who pitched belaying pin.

The Court sentenced E. Whittington, E. Hinard, and G. Atkins to 30 days imprisonment.

## SUPREME COURT.

Hongkong, Feb. 19.

Before the Hon. Chief Justice Smale.

R. v. Ferdinand Koenig.

*Forgery.*

The Chief Justice took his seat on the Bench at 10 a.m., the entrances to the Court-room being pretty well crowded, as it was understood that sentence would be pronounced in the Kœnig case.

The prisoner having been brought up and placed in the dock, the Registrar said,—"Ferdinand König, you have pleaded guilty to the crime of forgery, uttering a forged instrument. What have you to say why sentence should not be passed upon you according to law?"

The prisoner:—I think it will be best, my lord, to tell you how I came to use these instruments for the purpose of defrauding. I had at first great losses, and to redeem those speculations I altered the documents, intending to obtain money to redeem them legitimately. I went to Macao and gambled, and lost more, and could not redeem them. I did not intend at the time I altered those instruments to defraud, but I intended to redeem them in a legitimate way by winning at Macao. I am very sorry for what I have done. I know I have offended against the law, and must have punishment for it, but I hope you will be merciful to me as far as possible. When I saw I could not redeem the instruments, I did not know what to do, and I had to leave them in the hands of Melchers & Co. I have four young brothers and sisters, who after my father's death will in great measure depend on me, as my father has nothing.

The Attorney General said, as the prisoner had pleaded guilty, he should not address the Court in aggravation of punishment.

The Chief Justice said this was one of those terrible cases which come before the world and make every man almost suspect every man. There was nothing so dreadful as for one who had got into a respectable position to break down as the prisoner had done. It went to the root of all commercial confidence. The prisoner had said he was sorry. Every man he had ever seen in that dock said he was sorry when he was discovered. Then the prisoner spoke of his father, and if what he said was true, he (the Chief Justice) was very sorry, for it, but the prisoner should have thought of that before he jeopardised his liberty and his character. He could not take that into consideration in dealing with the case. The prisoner must have been in a desperate condition when he committed the forgery which he admitted, and his Lordship could not consider it an excuse (he would not say it was an aggravation of his crime), that he obtained money by robbery to take the hazard of winning or losing at a gambling table. If it was true that he had lost the money in this way, the prisoner was another victim to the miserable system of licensed gambling houses. He was happy to say we were free from such a nuisance; he wished Macao were so also. There was now hardly a country in Europe where the system was allowed. The prisoner intended to redeem the instruments. He thought he would win, as everybody else thought, but to his Lordship's mind that was no excuse. It was one of the worst cases he had had before him. It was large in amount, and very bad in all its circumstances. He could see nothing to excuse any portion of the prisoner's crime. It was, however, not so much to punish the prisoner, as to carry out the great object of all punishment, to make an example, that he now sentenced him to four years' penal servitude. The extreme limit which he might have given was 14 years, and he thought he had taken as lenient a view as he could under the circumstances. One feature of the case was the cleverness with which the thing had been done. He could scarcely have believed that any unpractised hand could have done it so well; it would deceive almost anybody. This was one of the evidences of the intelligence of the prisoner, who ought to have known better; and his Lordship felt that he had scarcely inflicted enough punishment upon him when he sentenced him to four years' penal servitude.

The prisoner.—Thank you, my lord.

The prisoner was then removed.

## Clippings.

A report reached here on Thursday that a disturbance had taken place at Koyaki, amongst the coolies engaged at work at the coal mines there. Yesterday morning some police were despatched to the scene, but it is not supposed to be of any very serious nature.—*Nagasaki Express.*

The Government is now repairing the roads at Benten and Nogi Hill by gangs of prisoners, chained together, instead of paying free labour, as formerly. The prisoners seem in good condition, and the Government does well in making these rascals work, instead of letting them lie idle in their cells.—*Japan Herald.*

There is great commotion at Yedo amongst silkworm egg dealers, some three hundred of the most prominent producers of the interior, who have been known to become wealthy through the trade, during the past season, having been arrested, and are under examination for forging the government stamp, necessary to be attached to all the spring eggs intended for the foreign market.—*Ibid.*

A correspondent suggests, with reference to the recent accident from the *Craigforth*, that ropes should immediately be passed along under a ship, in the event of a man falling overboard and not reappearing. The natural tendency is to rise to the surface; and if a man does not do so, the chances are, it is because he is sucked against the ship's bottom. Passing along a rope would free him.

According to the *Java Bode* of the 22nd Jan., the British ship *Whalmina*, Graham, bound from Hongkong to Dunedin (New Zealand) with 173 Chinese coolies on board, has grounded in Gaspar Straits: on the 30th of that month, she left Anjer for Batavia. The Batavia *Handelsblad* says that her name is the *Whirlwind*, and that the reason of her voyage to Batavia is that the crew refused to continue the voyage further after the grounding.—*Straits Times.*

A shock of earthquake was experienced here on Monday evening, at twelve minutes to nine o'clock. It was too slight to have done any harm in this immediate neighbourhood, but, judging from previous experience, the case may have been different in parts of the country not very far distant. The earthquake of last year, which caused much loss of life and damage to property at Hamada, was almost harmless as far as Hiogo and Kobe were concerned.—*Hiogo News.*

Sir Bartle Frere's mission will, on leaving Aden, probably visit some points on the East Coast of Africa, Brava and Magadoshia for example, and then proceed to Zanzibar. Besides making arrangements with the Sultan there, the mission will see Lieutenant Cameron's party started for Inner Africa, and arrange for the slaves on the seaboard. He will then probably visit Muscat and arrange matters there, if necessary making agreements with the minor chief of Arabia, and then come on to Bombay.—*Times of India.*

Partly owing to the low price ruling for Rice this year in the neighbouring districts to this port; but chiefly in response to the recommendation of the authorities; the area of land in Hiogo and other places in this island usually devoted to the cultivation of Tobacco will be nearly doubled this year. We also learn that the Tea plantations in the same districts, have been considerably increased in extent. Even at this early date, we hear that large sums of money have been sent into the interior by several native firms, preparatory to their entering into contracts to take the produce.—*Nagasaki Express.*

We hear that a number of the silver yen have been split open by Chinese, the silver inside being scooped out, and the hollow filled with a composition of copper, lead, and tin. They are then closed up again, and put into circulation. The Government is endeavouring to find out the guilty parties. It will be remembered that, when the Mint at Osaka first commenced operations, the silver yen were bought up in large quantities by the Chinese, and that they rose to four or five per cent. above their value. The greater part of these were shipped to China, and it is now said that they are being sent back in the debased state we have already mentioned.—*Japan Herald.*

A seaman named Travers was brought before the Magistrate on Friday morning, for a rather serious assault on the master of the Br. bq. *Geo. Washington*, committed in the British Consular Shipping Office. Travers had asked employment from Captain Ratsey, who at first promised to give him a trial, but subsequently withdrew his promise on learning of accused's drunkenness. In the course of discussion, Travers got excited and struck Captain Ratsey a violent blow. He was taken before the Magistrate and convicted; but was still so excited that the Magistrate deferred passing sentence till next morning, when he was sentenced to two months imprisonment with hard labour and to be afterwards deported.

The commander of the French bark *Hoogly* has reported that during a voyage from Saigon to Batavia, he passed close by three rocks not marked on existing charts. They lie almost due E. and W., and when looked at from a Westerly standpoint resemble respectively a hayrick, a sugar-loaf, and a small tree. The hayrick, which is the highest of the three, is about 5 metres above the sea level. By accurate observations and the bearings of Karimata peak, the danger has been placed in 1.35' S., and 108.12' E. from Greenwich. The following charts are affected:

(Dutch) Neth. E. Indies, page 2.
Java Sea, page 1.
W. Coast of Borneo, page 2.
(English) Admiralty, No. 941a.
South China Sea, by Wilson.

—*China Mail.*

It is evident from Reuter's telegrams which we publish below, that matters are not going to be arranged so quietly in the Iberian peninsula, as at first appeared. First, the question which has hitherto separated Spanish Republicans—the form of Republic—has still to be settled. One party wants a Republic such as that now existing in France; another, a Federation of provinces somewhat after the fashion of the United States; Castellar, whose splendid oration against the priestly dominance made such a sensation some years ago, belongs to the latter class; and Reuter says the partisans of this view predominate. Then, as was likely, the agitation in Spain

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is spreading to Portugal, and a revolution is apprehended there. This prospect, too, would seem to be imminent, as the English fleet is ordered to the Tagus—to be at hand, we presume, for the protection, if necessary, of British subjects.

The *Sarawak Gazette*, in the issue of the 3rd instant, reviews the past year so far as Sarawak is concerned. The principal Government measures were the new Commercial Treaty with the Sultan of Brunei, designed to facilitate the coasting trade, some stringent regulations with regard to crime amongst the Chinese, and a series of new enactments to meet the case of European debtors. Early this year it is proposed to form a Mercantile Committee to foster trade in Sarawak. The Dyaks on the various rivers appear to have been on the whole peaceable and quiet, although early in the year the Sakarang and Saribus men lost heads and retaliated on their foes the Eukari people. The Rajah of Sarawak, with the Residents of Simanggang and Rejang, visited the disturbed districts, imposed some heavy fines, and succeeded in putting an end to the existing feuds. Rajah Brooke visited Brumei and Labuan in April, went up the Barram river in July, and in the same month, with the Rance, paid an unofficial visit to Pontianak. The year was ended by a visit to Singapore and Java.

On Tuesday afternoon last about half past four, a fire broke out at the Sin-chi, a part of the settlement occupied solely by Chinese. It has been ascertained that the fire was caused by an old woman and two boys who were making some cakes to celebrate the New Year festivities. After the cooking operations were over, they took the unextinguished firewood and placed it on the top of their reserve pile of wood which caught fire, and the surrounding buildings being constructed of very combustible material were speedily set in a blaze. The engines of the Nagasaki Fire Brigade with most of the members, and two engines from Decima, were quickly on the spot, as were also about 40 men from H. B. M.'s gun-boat *Teazer*, and did valuable service in preventing the fire from spreading, although some of the adjacent godowns were two or three times actually burning; but from the very inflammable nature of the buildings —mere boards and paper—which composed the block where the fire originated, nothing could be done to save them. They were divided into twenty-two tenements of the usual low Chinese type, and it is said that property to the value of about $13,000 was destroyed.—*Nagasaki Express.*

H'TOTSU BASHI, the last Shiogoon, still lives in the most quiet and retired manner, in the western part of the city of Shidzuoka, in the province of Suruga, "the St. Helena of Tokugawaism." An English gentleman from Yedo is said to have visited him lately, but was refused an interview. The foreign teacher resident in the city has also tried various means to secure his presence at a private entertainment; but all such efforts have resulted in the receipt of a polite note declining the honour. Keki (his private name) being in his political coffin,—politically dead—evidently desires so to remain, though as a private citizen he enjoys the things of this life to a full degree, as the neat and trim mansion, savouring of foreign improvements, botokens. He still dispenses his gifts to the Buddhist temples, since, in addition to paying for the re-lacquering of the temple of Zozogi in Tokio, he has within the last few weeks presented to the old temple of Ho Dai In, in Shidzuoka (in which he was formerly confined for a short while) an elaborately inscribed bell of exquisite tone. When he occasionally rides out, the people still reverentially bow as he passes along, but he discreetly avoids the slightest appearance of ostentation, and he has probably passed into entire political oblivion. Amuses himself by cultivating the arts of poetry and painting, to which he is addicted. He never was either bold or ambitious, and he has fallen into that line of life which agrees best with his intellectual temperament.—*Japan Herald.*

A farewell dinner was given at Hamagoten on Saturday night by the Japanese Commission for the Vienna Exhibition, to the Austro-Hungarian Commission, at which were present H. E. Okuma, president, H. E. Sano, vice-president, and the other members of the Imperial Commission—Mr. Dohmen, Mr. Kemperman, Dr. Wagner, and Mr. Kramer; H. E. Count Fé d'Ostiani was prevented from attending by illness; Baron von Siebold, Captain Vassallo, and Mr. Henry von Siebold, being attached to the Imperial Commission, were also present. The toast of the evening was delivered by Mr. Dohmen, who while expressing his regret at the absence of the Italian Minister to perform that duty in more eloquent language than his own, thanked the Japanese Commission in the name of the Austro-Hungarian Commission, for the cordial relations which had never ceased to exist between the two Commissions during the time the preparations for the exhibition had been going on, and also for the kind manner in which they had invariably adopted the suggestions of the Austro-Hungarian Commission, relative to exhibition matters. Mr. Dohmen further said that, as Austro-Hungarian Consul, he also wished to thank the Japanese Commission in the name of the Austrian Government, for the magnificent contributions they were going to send to Vienna, which contributions could not fail ■ secure for them the admiration of the whole world. He then proposed the health of H. E. Okuma, H. E. Sano, and members of the Japanese Commission. This speech, delivered in the French language, was admirably rendered in Japanese by Mr. Yamasaki, a young gentleman who is accompanying the Japanese Commission as interpreter, and who has acquired a considerable knowledge of that language. The toast was responded to, at the request of Mr. President Okuma, by Mr. Vice-President Sano, who thanked Mr. Dohmen for the kind manner in which he had proposed the health of the members of the Japanese Commission, and who, while proposing the health of the members of the Austro-Hungarian Commission, wished to thank them all in the most cordial manner for the valuable assistance which they had rendered to the Japanese Commission, adding that to the constant advice given by them to the latter Commission, was due in a great measure the success of the enterprise. Mr. Sano, in conclusion, begged Mr. Dohmen to convey to H. E. Count Fé his great regret at his absence, and his best thanks for the distinguished services rendered by H. E. as President of the A. H. Commission.—*Japan Herald.*

The German str. *China* left Hongkong Feb. 20th at 5 p.m.; fine weather till the 23rd when a thick fog set in, and afterwards strong N.W. winds; heavy thunder and lightning on the morning of 24th. Arrived at Shanghai on the 26th. 64 Chinese passengers.

The British steamer *Nanzing* left Chefoo at 7.30 a.m. on the 21st; passed Promontory 2.45 p.m. same day, and arrived at Shanghai at 11 a.m. on the 25th. Dull hazy weather throughout and light southerly winds. Anchored on the 23rd 5 miles outside the Lightship, in consequence of dense fogs; got underweigh at 6.30 a.m. on the 25th.

The Chinese str. *Aden* left Swatow Feb. 20th at 3.40 p.m.; on the 21st passed a steamer bound South. Feb. 22nd came on a dense fog; kept the lead going; on the 23rd stopped the engines, thick fog, anchored in 15 fathoms water; on the 24th hove up and proceeded, arrived at Shanghai at 5 p.m. on the 25th. Saw a 3-masted schooner on shore on the Beacon Spit.

The British str. *Dragon* left Foochow Feb. 20th; passed str. *Shaftesbury* off Pisang Island bound North; arrived at Shanghai Feb. 22nd. On approaching Woosung at 6.30 a.m. on the 22nd observed a junk bound up under sail, which suddenly struck the *Lismore* wreck and was apparently leaking and settling down. Attempts were made to back her off with the sails, but without success.

The British str. *Chinkiang* left London Dec. 8th; arrived at Port Said on the 28th; left on the 29th; arrived at Hongkong Feb. 12th; left on the 16th and arrived at Shanghai on the 21st at 7 p.m. Had heavy weather in the English Channel; from Singapore to Hongkong, fine weather, and from thence to Shanghai strong N. E. monsoon with heavy sea.

The S. S. N. Co.'s str. *Hangchow* left west side of Olyphant Island 6.30 A.M., Feb. 21st; U. S. S. *Palos* and *Plymouth Rock* at anchor. At 3 P.M. got ashore on N. E. Jocelyn Island; floated off on the 22nd at 3.30 P.M.; met str. *Kiangloong* and *Fire Queen* bound up. Arrived at Chinkiang on the 23rd at 6.25 P.M.; left 8.5 P.M.; met str. *Moyune*; arrived at Shanghai at 2.30 P.M. on the 25th. Thick foggy weather, heavy rain, thunder and lightning, N. E. wind. Anchored nights of 23rd and 24th on account of fog.

The s. s. *Cadiz* left Swatow on the 17th inst., at 7 p.m., heavy N. E. gale blowing with high sea; anchored at midnight, in South Bay. 18th at 6.30 got underweigh again, still blowing heavily: anchored again at 6.10 p.m. under Spire Island. 19th at 6.15 wind moderating; got underweigh again; 1.15 p.m. arrived at Amoy. 20th at 5.15 left Amoy, light South and S. S. E. winds with smooth weather until ■ a.m. this morning, 23rd, when we anchored inside the Lightship on account of fog. 11.50 cleared up a little, got underweigh again and arrived in Shanghai at 3.30 p.m. Cargo, general; passengers, one European Deck and eleven Chinese.

BEST FOOD FOR INFANTS.—"H.R.H. Prince Albert Victor thrives so well upon it that it must be very good."—*T. M. Kendall, Medical Attendant to H.R.H. the Princess of Wales.* "This food resembles Mother's Milk as closely as possible."—*Dr. H. Barker on Right Goods for Infants.* "Highly nourishing and easily digested."—*Dr. Hassall.* It combines the most valuable FLESH and BONE-FORMING SUBSTANCES, and differs essentially from other farinaceous foods, which being quite unable to afford proper nourishment to a growing infant, frequently led to a rickety and idiotic condition. Savory & Moore's preparation has also the advantage of being freed from the ground husk of the corn, which produces irritation of the bowels and intractable diarrhœa. No boiling or straining required. Sold in Tins. Prepared by Savory & Moore. 143 New Bond Street, London. Procurable of all Chemists, Storekeepers, and Italian Warehousemen. —(1.)

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## Miscellaneous Intelligence.

### BIRTHS.

At Shanghai, on the 22nd February, the wife of Capt. Patterson, steamer *Szechuen*, of a daughter.

At the Kiangnan Arsenal, Shanghai, on the 26th instant, the wife of the Rev. Carl Kreyer, of a daughter.

At Nagasaki on the 7th instant, the wife of Marcus Flowers, Esq., H. B. M. Consul, of a daughter; still born.

### PASSENGERS.

Arrived.—Per *Dragon*, from Foochow—Mr. Noetzli. Per P. M. s.s. *Golden Age*, from Japan—Mr. and Mrs. Morse, Messrs. F. Walsh, McGregor, P. V. Grant, Rosenbaum and Capt. H. Cornell. Per *Hangchow*, from River Ports—Messrs. W. H. Medhurst, Pougin de Maisonneuve, C. George, Fische, Emery, P. R. Smith, Martin, Captain McQueen, one French Missionary and 166 Chinese. Per Mail str *Delta*, from Southampton—Miss E. Powell, Mr. and Mrs. Cooper. From Venice—Mr. Otto Muller. From Hongkong—Mr. and Mrs. Barnes, Messrs. C. A. Rees, Haselwood, C. J. Barnes, and Greinen. Opium—1059 chests. Treasure—$79,000, £2,260, and $3,000.

Departed.—Per *Dragon*, for Foochow—Messrs. Malcolm and J. H. Pinckvoss.

Leaving.—Per P. M. S. S. *Golden Age*, for Liverpool—Major T. Beakley, R.E. For Yokohama—Messrs. M. M. Kuhn, A. D. Darling and A. Naudin. Per English mail str. *Sunda*, for Hongkong—Mr. and Mrs. James Smith, Messrs. John Seaton, W. H. Piller, E. George, C. Hormusjee Chinoy and two Chinese ladies. For Brindisi—Mr. J. P. Bisset. For Southampton—Mr. James Robertson.

### METEOROLOGICAL REPORT.

| Day of Month. | Barometer | | Thermometer in shade. | | Hygrometer at 9.30 A.M. | | Direction of Wind. | Rain-Fall in inch previous 24 hours. |
|---|---|---|---|---|---|---|---|---|
| | 9.30 A.M. | Attached Therm. | Max. | Min. | Dry bulb. | Wet bulb. | | |
| Feb. | " | " | ° | ° | ° | ° | | |
| 21 | 29.958 | 51 | 59 | 53 | 57 | 55 | South | |
| 22 | 30.330 | 55 | 62 | 58 | 58 | 57 | S. S. E. | |
| 23 | 30.100 | 53 | 68 | 44 | 45 | 44 | N. N. E. | |
| 24 | 29.854 | 52 | 47½ | 46 | 47 | 46 | | |
| 25 | 30 050 | 51 | 49 | 43 | 44 | 43 | N. E. by N. | 0.62 |
| 26 | 30.251 | 46 | 44½ | 40 | 40 | 39 | N. W. | 0.15 |
| 27 | 30.252 | 47 | — | — | — | — | N. by W. | |

### LIST OF SILK SHIPPERS.

*From 1st June 1872 to 26th February, 1873*

| | |
|---|---|
| Adamson, Bell & Co. | 1,419 |
| Balfour, Butler & Co. | 820 |
| Barnet & Co. | 455 |
| Birt & Co. | 13 |
| Birley, Worthington & Co. | 450 |
| Blain & Co. | 60 |
| Bower, Hanbury & Co. | 3,019 |
| Bourjau, Hubener & Co. | 584 |
| Bovet Brothers & Co. | 537 |
| Bull, Purdon & Co. | 282 |
| Butterfield & Swire | 1,696 |
| Chapman, King & Co. | 80 |
| Coutts & Co. | 169 |
| Dent & Co. | 172 |
| Dickinson & Co. | 50 |
| Essex & Co. | 1,485 |
| Findlay, Wade & Co. | 198 |
| Fogg & Co. | 242 |
| Gamwell, F. R. | 35 |
| Gibb, Livingston & Co. | 683 |
| Gilman & Co. | 509 |
| Heard, Augustine, & Co. | 416 |
| Helbling, J. C., & Co. | 299 |
| Hogg, Brothers | 70 |
| Holliday, Wise & Co. | 30 |
| Jardine, Matheson & Co. | 984 |
| Jarvie, John, & Co. | 1,324 |
| Lacroix, Cousins & Co. | 2,558 |
| Lindsay & Head | 26 |
| Maertens, A. H. | 955 |
| Nachtrieb, A., & Co. | 966 |
| Overbeck & Co. | 41 |
| Pila & Co. | 1,185 |
| Pustau, Wm. & Co. | 48 |
| Reiss & Co. | 2,585 |
| Russell & Co. | 1,193 |
| Sassoon, E. D. & Co. | 38 |
| Sassoon, David, Sons & Co. | 2,049 |
| Scheibler, Matthaei & Co. | 770 |
| Shaw, Brothers & Co. | 490 |
| Siemssen & Co. | 483 |
| Skeggs, C. J., & Co. | 47 |
| Textor & Co. | 3,326 |
| Teige, Nolting & Co. | 188 |
| Thorne Brothers & Co. | 391 |
| Turner & Co. | 84 |
| Vogel, Hagedorn & Co. | 289 |
| Westall, Brand & Co. | 631 |
| Wright, Burkill & Co. | 1,021 |
| Sundries | 17,214 |
| Total Bales. | 52,664 |

## SHANGHAI SHARE MARKET.

| Stock. | Paid up. | Last Divid. | Closing Quotations. |
|---|---|---|---|
| **Banks.** | | | |
| H'kong and S'hai Banking Corpn. | $ 125 | 12 p. c. | 69½ X prm. |
| **Steamer Cos.** | Tls. | | Tls. |
| Shanghai Steam Navigation Co. | 100 | 12 p. c. | 130 cash |
| Union Steam Navigation Company. | 100 | 12 p. c. | 135½ June and July. |
| North-China Steamer Comp'y. | 100 | | 90 |
| China Coast S. N. Co. | Tls. 15 | | 53 |
| **Docks.** | | | Tls. 16 Nominal. |
| Shanghai Dock Co. | Tl. 500 | 4 p. c. | 204 |
| Pootung Dock Co. | ,, 100 | 10 p. c. | 100 |
| **Gas.** | | | |
| Shanghai Gas Co. | 100 | 12 p. c. | Tls. 144 |
| French Gas Co. | 50 | 11 p. c. | 61 |
| H'kong and China Gas Co. (Limtd). | £ 10 | 10 p. c. | $65 nominal |
| **Insurance.** | | | |
| China Traders' Co. (Limited) | $1,000 | 250 p. ch | |
| N.-China Ins. Co. | Tl. 300 | Trisan'l | $ 475 |
| Union Ins. Society of Canton | $1,000 | Do. | Nominal. |
| Yangtze Insurance Association | Tl. 500 | 15 p. c. | 775 |
| China and Japan Marine Ins. Co. | 100 | 12 p. c. | 117 |
| Chinese Insurance Co. (Limited) | $ 200 | 12 p. c. | 253 |
| H'kong Fire Ins. Co. (Limited) | 60 | 12 p.c. & $21.25bs | 560 |
| Victoria Fire Ins. Co. (Limited) | 60 | 12 p. c. | 28 X prm. |
| China Fire Ins. Co. (Limited) | 100 | 12 p. c. | 32 ,, |
| **Miscellaneous.** | | | |
| Shanghai Tug and Lighter Comp'y. | Tl. 850 | 12 p. c. | 575 cash |
| S'hai and Hongkew Wharf Co. | 100 | 12 p. c. | 152 |
| S'hai and Pootung Foundry Co. | 100 | 1st year | 100 ,, |
| Hongkew Creek Bridge Co. | 100 | .... | .. .. |
| S'hai Racket Club. | 120 | 5 p. c. | .. .. |
| Bridge of Boats (Ningpo) | 500 | 12 p. c. | .. .. |
| **Exchange.** | | | |
| Current Exchange for settlement of Hongkong Shares | | | 7½ |

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o-a-f 6no 61 Nov. 7th, 1872.


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# COMMERCIAL INTELLIGENCE.

SHANGHAI, FEBRUARY 26TH, 1873.

THE steamship *Chinkiang* is the only direct arrival from London during the past week. The Shanghai portion of the cargo of the steamship *Sylvia*, from Hamburg, has been landed here ex the steamship *Shaftesbury* from Hongkong. Latest dates from Japan, per P. M. steamer *Golden Age*, are as follows:—Yokohama, 14th; Hiogo, 17th; and Nagasaki, 20th instant.

TELEGRAMS.—The last received Commercial message from London is dated the 21st instant, and quotes—"Mid. Orleans Cotton, 10d.; Grey Shirtings steady at 10s. 4½d.; Iron. £14; and Lead, £22, 15s."

OPENING OF THE NORTHERN TRADE.—Four steamers—viz., the *Appin*, *Chihli*, *Szechuen*, and *Taku*, are advertised to leave for the North on the morning of the 2nd proximo. Their freight engagements in Piece Goods, thus far, amount to nearly 10,000 packages, which contrast favourably with the earliest clearances last year, and go far to contradict the constant asseverations of the Shanghai native brokers that the Tientsin dealers have bought nothing to speak of this winter in anticipation of the re-opening of their trade. The rate of freight is fixed at Tls. 8 per ton of 40 feet. The first steamers left this last year on the 3rd of March.

**PIECE GOODS.**—The business in cotton goods has not been very large during the week closing last night, owing partly to the disinclination of holders to sell, but principally to the non-arrival of the steamers from Hankow, whence the dealers have been anxiously looking for letters since Friday last. The chief portion of the settlements noted have been for the Northern markets, and the prices paid for Grey and White Shirtings are higher than when the last French mail left. Neither has there been much done in Woollens, from the same causes, and although the news, either for Cotton or Woollens, to hand yesterday from Hankow, is by no means what was expected, the market for most staple articles closes firmly, and with an upward tendency.

**Grey Shirtings**—8½-lbs.—The sales and resales to the trade between 19th and 25th instant, with dates inclusive, may be set down at about 120,000 pieces, and the prices realised have been from Tls. 1.94 for the commonest chops to Tls. 2.02 for Dewhurst's. At the close there is very little of any description to be found at Tls. 1.95, while for Dewhurst's best Tls. 2.02 per piece has been refused. 7-lbs.—Business has been restricted from want of stocks, and rates have advanced about 2c. per piece. The article has been in good inquiry. Tls. 1.72 *a* 1.74 are the closing offers for common chops. For Dewhurst's goods, buyers will not pay more than Tls. 1.75 *a* 1.76 per piece. There are very few sellers at quotations. In heavy goods, little has transpired, but the few sales reported establish a slight improvement on last week's rates. Chop Dollar 9¾-lbs. has been sold at Tls. 2.62½ per piece.

**White Shirtings.**—The reported settlements amount to 10,000 pieces, and the Tientsin men have been the principal buyers during the week, as indeed they have been since the beginning of this year. The natives affirm that the steamers now loading are taking a considerable quantity of White Shirtings for the Northern Market. The following are the rates paid in late transactions:—36 R. Tls. 1.87 *a* 1.90; 60 R., Tls. 2.00 *a* 2.10; 64 R., Tls. 2.07 *a* 2.16; and 72 R., Tls. 2.50 per piece.

**T-Cloths.**—The 60,000 pieces reported as settled are made up as follows:—8 and 7½-lbs., 36 in., 25,000 *a* 30,000 pieces, at Tls. 1.66 *a* 1.82 per piece; 6-lbs., 32 in., Common and Mexican 12,000 pieces, at Tls. 1.13 *a* 1.15 and Tls. 1.32 *a* 1.35; 7-lbs., 32 in., Common and Mexican 18,000 *a* 20,000 pieces, at Tls. 1.32 *a* 1.35 and Tls. 1.25 *a* 1.65 per piece respectively. The demand cannot be characterised as active, yet it has not been wholly devoid of life, and appearances are in favor of an early return to the customary trade in this textile.

**Drills.**—The only improving feature noticeable in this article is that the natives seem more disposed to purchase, but they will do so only on speculation and at much lower rates than holders care to accept at present. The sales of the week are estimated at between 7,000 and 8,000 pieces, 15-lbs. English, at Tls. 2.85 *a* 2.93 per piece *P.S.*—Last night, sales of Dutch and English Drills 14 *a* 14½-lbs. to extent of 17,000 pieces were effected at Tls. 2.77; 2.79, and 2.80 per piece.

**Jeans and Sheetings.**—There has been almost nothing done in the latter article, and not much in the former. *Jeans*, however, are firmly held, and the better news from the north will probably soon produce the desired effect here.

**Fancy Cottons.**—Only a small business in *Fancies* has to be noted. It embraces 500 pieces *Dyed Brocades*, at Tls. 2.92 per piece; 1,000 pieces *White Brocades*, at Tls. 2.12½ *a* 2.20; 3,000 pieces *Chintzes*, at Tls. 1.47 *a* 1.53½ per piece. A few *Mohammedan Cloths*, at 16½ cand. per yard; 700 pieces *Black Velvets*, at 20 *a* 24 cand. per yard; 3,000 pieces *Lawns*, at Tls. 0.82 *a* 0.85 per piece, 1,500 pieces3-lbs. *Turkey Reds* at Tls. 2.15; and 240 pieces of *Dyed Damasks*, at Tls. 4.85 per piece

**Woollens.**—The non-receipt of Hankow advices interfered somewhat with the business of the past week, but the market has continued strong in expectation of the promised demand from that quarter. The letters of the 22nd instant, received this morning per str. *Kiangloong* are not very encouraging however, the sales made being on the more trifling scale, whilst prices are considerably under those ruling here. *Camlets* have been settled here to extent of 2,500 pieces at an improvement on last quotations. For English of ordinary chop and assortment, Tls. 15½ *a* 16.15 per piece has been paid, and the dealers have given Tls. 22 per piece for a small lot of best Dutch. In *Figured Lustres* there has been rather more doing, the sales being estimated at nearly 7,000 pieces, at Tls. 3.65 *a* 4.00 per piece. *Long Ells.*—One sale of 1,000 pieces U.U. Scarlet at Tls. 6.39 is the principal transaction since this day week. The market for *Spanish Stripes* remains quiet, but firm at former quotations. The purchases this week have been few and insignificant. *Lastings.*—Of these 600 pieces assorted have found buyers at Tls. 10.35 *a* 11.25 per piece. In the other kinds of Woollen goods there is little or no business to report.

| C.P.H. | | Scarlet. | Dark Blue. | Gentian. | Green. | Orange. | Ash. | White. | Purple. | Black. | Brown. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Camlets, per piece | Tls. | 16.1.0 | 16.2.0 | 16.0.0 | 15.7.5 | 17.7.5 | ... | ... | 15.5.0 | 15.2.5 | ... |
| Long Ells, per piece | nom ,, | 6.6.0 | 6.0.0 | 5.5.0 | 4.8.0 | 4.5.0 | ... | ... | 5.4.0 | 5.2.0 | 6.5.0 |
| Spanish Stripes, per yard | ,, | 0.7.0 | 0.6.0 | 0.7.2 | 0.5.8 | 0.5.8 | 0.6.0 | 0.6.0 | 0.5.5 | 0.6.8 | 0.5.3 |

| | Grey Shirtings. | T.-Cloths. | White Shirtings. | Drills. | Jeans. | Sheetings. | Dyed Shirtings. | Spots, White. | Spots, Dyed. | Brocades, White. | Brocades, Dyed. | Chintzes. | Damasks, Dyed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stocks, last night. *Pcs.* | 1,287,800 | 1,714,400 | 197,800 | 245,500 | 123,000 | 52,900 | 18,400 | 9,000 | 7,400 | 6,300 | 10,100 | 83,600 | 4,400 |
| Against 27/2/72 ,, | 2,972,000 | 1,357,000 | 292,000 | 210,600 | 62,650 | 44,440 | 21,600 | 11,600 | 10,400 | 7,100 | 31,200 | 127,300 | 1,200 |

| Turkey Reds. | Velvets. | Velveteens. | Handkerchiefs. doz. | Muslins. | Dimities. | Spanish Stripes. | M & B. Cloths. | Camlets. | Long Ells. | Lastings. | Lastings—Crape. | Lustres. Plain | Figured | Crape |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33,400 | 4,600 | 3,000 | 139,200 | 27,000 | 13,400 | 12,100 | 21,400 | 16,100 | 64,000 | 12,700 | 8,500 | 15,700 | 91,500 | 7,400 |
| 49,100 | 5,300 | 25,600 | 134,700 | 1,300 | 20,400 | 21,700 | 28,800 | 31,250 | 110,000 | 17,300 | 10,900 | ..... All told, 144,500 ..... | | |

Last night's Stocks are exclusive of import cargoes ex *Lelia M. Long*, *Galveston*, *Glenroy*, *Chinkiang*, *Furst Bismark*, *Sylvia*, *Sunda*, and *Sindh*, and of sundry re-exports.

| | T.m.c. | T.m.c. |
|---|---|---|
| *G. E.* GREY SHIRTINGS— | | |
| 38½ yds. 39 in. 7lbs. | ₱ pc. | 1.7.3 to 1.7.6 |
| 8¼ @ 8½ lbs. ..... | ,, | 1.9.5 ,, 2.0.2 |
| 9 *a* 9½-lbs. ..... | ,, | 2.3.0 ,, 2.3.5 |
| $9\frac{10}{19}$ *a* 10-lbs. ..... | ,, | 2.4.5 ,, 2.6.2 |
| *G. E.* WHITE SHIRTINGS— | | |
| 40 yds. 36 in. 56 Reed | ₱ pc. | 1.8.5 ,, 1.9.0 |
| 60 reed ..... | ,, | 2.0.0 ,, 2.1.0 |
| 64 ,, ..... | ,, | 2.0.7 ,, 2.1.6 |
| 64 @ 66 Reed..... | ,, | 2.1.5 ,, 2.2.9 |
| 72 reed ..... | ,, | 2.5.5 ,, 2.6.5 |
| DRILLS, AM., 40 yds. 30 in. 15-lb. | | No price. |
| English, ,, ..... | ,, | 2.8.4 ,, 2.9.3 |
| Dutch, ,, 13 *a* 14¼-lbs. | | 2.7.5 ,, 2.8.8 |
| JEANS, D'ch., 30yd. 30in. 8¼ *a* 9¼lb. | | 2.2.0 ,, 2.3.5 |
| English ,, ,, 8 *a* 8¼lbs. | | 2.0.7 ,, 2.1.5 |
| American ,, ,, ,, | | None. |
| SHEETINGS— | | |
| Amer., 40yds. 36 *a* 28 in. 15-lbs. | | 3.7.0 ,, 3.9.5 |
| Eng., ,, ,, 14½ *a* 16lbs. | | 2.8.■ ,, 3.2.0 |

| | T.m.c. | T.m.c. |
|---|---|---|
| T-CLOTHS— | | |
| 6-lbs. 24yds. 32 in. Ord...p. | pc. | 1.1.3 ,, 1.1.6 |
| 7-lbs., do. } do. ... | ,, | 1.3.0 ,, 1.3.6 |
| 6-lbs. Mex. } nominal ... | ,, | 1.3.0 ,, 1.4.0 |
| 7-lbs. ,, } | ,, | 1.4.5 ,, 1.7.0 |
| 8 to 8½-lbs. } | ,, | 1.7.0 ,, 1.8.5 |
| | XX | 2.1.5 ,, ..... |
| HANDKERCHIEFS, Blue 28 in. | ₱ dz. | 0.4.5 ,, 0.5.2 |
| Brown... ,, | | 0.5.0 ,, 0.5.½ |
| SPOTTED SHIRTINGS, White | ₱ pc. | 2.0.8 ,, 2.1.5 |
| Dyed ,, | pc. | 2.6.0 ,, 2.7.0 |
| BROCADES—White, 40 yds. | ₱ pc. | 2.1.5 ,, 2.2.5 |
| Dyed..... ,, | | 2.7.0 ,, 3.0.5 |
| DAMASKS, Dyed, 40 yds... ,, | | 4.4.0 ,, 4.8.7 |
| GENTIAN SHIRTINGS..... ,, | | 2.3.0 ,, 2.5.5 |
| CHINTZ—Assorted..... | ₱ pc. | 1.3.6 ,, 1.6.5 |
| Blue and Brown.. ,, | | 1.1.5 ,, 1.3.5 |
| Scarlet..... ,, | | 1.5.5 ,, 1.6.5 |
| TURKEY REDS, 24 yds. 2¾ *a* 3lbs. | ,, | 2.0.5 ,, 2.1.5 |
| Do. Best ..... | ,, | 2.2.5 ,, 2.6.0 |
| VELVETS—Black, 22 in.... | ₱ yd. | 0.2.0¼, 0.2.2 |

| | T.m.c. | T.m.c. |
|---|---|---|
| VELVETEENS—Black, 18 in. ,, | | 0.1.4 ,,0.1.6½ |
| 26 in. ,, | | 0.1.9 ,, 0.2.3 |
| DIMITIES, 12 yds. 37 in. ... | ₱ pc. | 1.2.0 ,, 1.5.7 |
| 41 in. ... ,, | | 1.6.0 ,, 1.9.0 |
| MUSLINS, 12 yds. 42 in. ... ,, | | 0.6.2 ,, 0.9.0 |
| CAMLETS, English, S S ..... ,, | | 15.4.0 ,,16.3.0 |
| G G..... ,, | | 10.3.0 ,, ..... |
| S S G ... ,, | | 16.2.0 ,, ..... |
| MEDIUM & BROAD CLOTHS ,, | | 0.7.5 ,, 1.6.5 |
| SPANISH STRIPES nom. | ₱ yd. | 0.6.5 ,, 0.7.1 |
| ,, T. T.-B ..... ,, | | ..... ,, 0.7.1 |
| LONG ELLS— | | |
| Scarlet, 24 yrd. H H ..... | ₱ pc. | 6.4.5 ,, 6.5.0 |
| ,, C P H..... ,, | | 6.6.0 ,, ..... |
| Assorted, H H nominal ,, | | 5.7.0 ,, 5.8.5 |
| ,, C P H ... ,, ,, | | 5.7.5 ,, 5.9.0 |
| ,, G G ..... ,, ,, | | 5.9.0 ,, ..... |
| LASTINGS, 30 yds ..... ,, | | 10.0.0 ,,13.0.0 |
| CRAPE LASTINGS, 30 yds... ,, | | 5.2.0 ,, 9.5.0 |
| CRAPE LUSTRES...nom. ... ,, | | 3.8.0 ,, 4.2.5 |
| ORLEANS—Figured, 30 yds. | ₱ pc. | 3.7.0 ,, 3.9.0 |
| Do. Spot & Stork Patterns. | | 3.9.0 ,, 4.4.0 |

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**METALS.**—Neither *Lead* nor *Iron* has been dealt in to any extent since last mail left. The market for the former has been very quiet, without, however, any indication of weakness, while holders of the latter refuse to sell even at the advance of 1 mace per picul, which the dealers are now willing to pay. *Tin*:—Large receipts in Hongkong have prejudicially influenced this market, and the price of Foong Hing has declined to Tls. 30.50 *a* 31.00 per picul with few buyers. Of *Steel*, sales are recorded at a slight advance—Bamboo quality having been done at Tls. 3.50 *a* 3.70, which is the closing quotation. *Tin Plates*.—In this import, there is as yet no business to report, and rates continue nominal.

**STRAITS' PRODUCE, &c.**—Some small parcels of *Sandalwood*, *Sapanwood*, and *Mangrove Bark*, have changed hands at about the closing quotations of last year, but nothing of importance has transpired in *Pepper* or *Rattans*, and only a few hundred piculs of *Flints* have been placed at 6 mace per picul.

**SUGAR.**—The quotations last given stand for to-day. The market has been quiet, and only a limited business has taken place during the week.

QUOTATIONS.—Duty Paid

| | Tls. m. c. | | Tls. m. c. |
|---|---|---|---|
| QUICKSILVER—American ..... per Pcl. | 84.0.0 *a* ..... | COTTON—Common ..... per Pcl. | 10.3.0 *a* 10.6.0 |
| TIN PLATES—14 × 10 no demand ..... per Box. | 8.0.0 nomi. | ,, Best ..... ,, | 11.5.0 *a* 12.0.0 |
| Small ,, ..... ,, | ..... ..... | SUGAR—White.....Swatow, No. 1 ... ,, | 6.8.0 *a* 7.4.0 |
| IRON WIRE—No. 17 ... } nominal per Pcl. | 7.0.0 *a* ..... | ,, 2 ..... ,, | 6.2.0 *a* 6.8.0 |
| 18 ... } no demand. ,, | 7.5.0 *a* ..... | ,, 3 ..... ,, | 5.6.0 *a* 6.2.0 |
| 19/23 } ,, | 8.0.0 *a* ..... | Canton, ... ,, 1 ..... ,, | 5.8.0 *a* 6.0.0 |
| STRAITS TINS—Foong Hing— nom.... ,, | 30.5.0 *a* 31.0.0 | ,, 2 ..... ,, | 5.4.0 *a* 5.6.0 |
| Fok Chok ..... ,, ... ,, | 29.5.0 *a* 30.0.0 | ,, 3 ..... ,, | 4.8.0 *a* 4.9.0 |
| Common Chops ,, ... ,, | 13.5.0 *a* 15.0.0 | Brown.....Swatow, Best ..... ,, | 3.0.0 *a* 3.2.5 |
| STEEL ..... per Tub | 3.0.0 *a* 3.2.5 | Common ... ,, | 2.8.0 *a* 3.0.0 |
| Bamboo ..... ,, | 3.5.0 *a* 3.7.0 | ,, .....Canton, ..... ,, | 2.6.0 *a* 2.7.0 |
| JAPAN COPPER—Finger.....nominal... per Pcl. | 17.0.0 *a* 17.5.0 | ,, ..... ,, Common..... ,, | 2.3.0 *a* 2.5.0 |
| Slab, best ,, ... ,, | 17.5.0 *a* 17.8.0 | PEPPER—Black ..... ,, | 10.4.0 *a* 11.0.0 |
| Ore ..... ,, ... ,, | 16 0.0 *a* ..... | White ..... ,, | 19.0.0 *a* 20.0.0 |
| HOOP IRON ..... ,, | 3.5.0 *a* 3.6.0 | RATTANS—Common ..... ,, | 2.4.0 *a* 2.8.0 |
| PIG IRON ..... per Ton | 28.0.0 *a* 29.0.0 | Good to fine..... ,, | 3.4.0 *a* 3.6.0 |
| NAILROD IRON— | | Best ..... ,, | 4.2.0 *a* 4.5.0 |
| Dawes' Best ..... per Pcl. | 3.5.0 *a* 3.6.0 | SAPAN WOOD—3 pieces to the picul ... ,, | 2.8.0 *a* 3.0.0 |
| Belgian ..... ,, | 3.0.0 *a* 3.1.0 | 5 ,, ,, ... ,, | 2.4.0 ■ ..... |
| M. M. Crown..... ,, | 3.3.0 *a* 3.4.0 | SANDALWOOD—South Sea ..... ,, | 4.0.0 *a* 4.2.0 |
| Bar—Dawes ..... ,, | 3.0.0 *a* 3.2.0 | Timor..... ,, | 6.4.0 *a* 6.7.0 |
| Round ..... ,, | 3.3.0 *a* 3.7.0 | Malabar..... ■ | 15.5.0 *a* 17.5.0 |
| LEAD—L B ..... nom. ..... ,, | 5.1.0 *a* 5.2.0 | MANGROVE BARK ..... ,, | 0.6.0 *a* 1.3.0 |
| Common Brand ,, ..... ,, | 5.0.0 *a* 5.0 5 | FLINT STONES, new..... ,, | 0.0.0 *a* ..... |

**COALS.**—Business has been restricted, owing to the extreme rates demanded for the few lots now available, and to present supplies coming mostly *to order*. Quotations are therefore almost altogether nominal. Cardiff, Tls. 11.50; English, Tls. 10.75; American, Tls. 10; Sydney, Tls. 11; Newcastle, Tls. 10.75; Japan, Tls. 5.75; Formosa, Tls. 6 per ton.

**FREIGHTS.**—Business in freights, since the issue of our last report, has been more active, and prices for coast charters have, in consequence of this as also of the circumstance of only a very few available vessels being in port, experienced a material rise. Coal charters to Nagasaki and back have been effected at $3½ per ton. For Foochow and back offers are made at $4 *a* 4½ per register ton and for Chefoo to Foochow and back our quotations at present are 55 cents per picul.

**COTTON.**—A more active demand for best quality has resulted in advance of about 7 mace per picul on the quotations of last week, but buyers continue cautious, and the rise in value is to be attributed principally to the reduced state of the supply on offer. The receipts from the country are still on a very moderate scale.

**EXCHANGE.**—Rates on London are again lower but somewhat irregular with only a limited business doing, although, towards the close there seems rather more disposition to draw. A small amount of Bank paper has been sold at 5s. 10½d., but the bulk of transactions has been at 5s. 10⅝d., at which rate also and at 5s. 11d., Barings' and other first-class bills have been placed. On India, a moderate business has been done at Rs. 302 *a* 302½, and on Hongkong at 24⅝ Bank drafts on demand, and 25¼ *a* 25⅜ Private bills at 15 days' sight.

CLOSING RATES OF EXCHANGE.

On London.—Bank Bills, at sight .....5s. 9d. ₱ Tl.
,, ,, at 6 month's sight ...5s. 10½d. *a* 5s. 10⅝d. ,,
Credits, at 6 months' sight.....5s. 11d. ,,
Bills with Documents, 6 months' sight...5s. 11½d. ,,
On Paris.—Banks at 6 months' sight .....Fcs. 7.50 ,,
Credits, at 6 months' sight ..... } Fcs. 7.60 ,,
Bills with Documents, 6 months' sight }
On Calcutta.—Bank Bills demand nom .....Rs. 302 *a* 302½ ₱ 100 Taels
On Bombay.— ,, ,, ,, .....Rs. 302 *a* 302½ ,, ,,
On Hongkong.—Bank Bills, demand, 24⅛ per cent discount.
Private Bills, at 15 days' sight, 25¼ *a* 25⅜ per cent discount.
Interest.—8 per cent per annum on first-class securities.

PRICES OF BULLION.

Mexican Dollars.—77.26 Tls. per 100 Dollars.
Carolus Dollars.—79.7 ,, ,, ,, ,,
Pekin Gold Bars.—98 Touch, 166.60 Taels, Shanghai Currency, per Bar of Tls. 9.7.2 Changing weight.
Haikwan Sycee.—111.4.0 Taels Shanghai Currency per 100 Taels Haikwan weight.
Canton Sycee.—109.5.0 Taels Shanghai Currency per 100 Taels Canton weight (nominal).
Bar Silver.—998 Touch or 17½ Betterness, Tls. 111.2 Shanghai Currency per 100 Taels, Canton weight.
Copper Cash.—1,000 per Tael.

**OPIUM.**—Since last English mail the P. & O. str. *Sunda* has arrived with 1,085 chests Malwa and Patna. The French mail str. *Sindh* also brought 302 chests Bengal.

**Malwa.**—There has been an active demand for this description during the past fortnight, at slightly advanced rates, native buyers having speculated to a considerable extent; during the last day or two, however, a quieter feeling has prevailed, but holders are firm at Tls 440 for first quality Drug, of which there is not much left in stock. We do not anticipate much improvement on the above quotation. The estimated stock of Malwa is 1,902 chests, of which 1,200 are bargained.

**Patna.**—Closing rates on the 12th were Tls. 475 with a firm market. Early in the fortnight, prices slightly receded, but have since recovered. Sales have reached a fair average, and we give to-day's quotations, *New* Tls. 488, and for *Old* Tls. 478.

**Benares** was quoted Tls. 448; for this description there has been but a limited enquiry, and the market closes quiet, at for *New* Tls. 452 and for *Old* Tls. 444. The estimated stocks of Patna and Benares are 1,502 chests.

**Turkey** and **Persian** in no demand.

| | | | | | | |
|---|---|---|---|---|---|---|
| Stock on 12th February..... | Malwa, | 1,333 | Chests. | Patna, | 1,267 | Chests. |
| Receipts since ..... | ,, | 1,091 | ,, | ,, | 630 | ,, |
| Total..... | ,, | 2,974 | ,, | Total ..... ,, | 1,897 | ,, |
| Deliveries ..... | ,, | 1,072 | ,, | ,, | 395 | ,, |
| Present Stock ..... | = | 1,902 | ,, | ,, | 1,502 | ,, |

Bargained Opium..... .....1,200 Chests.

PRICES SINCE LAST ENGLISH MAIL.

| | Highest. | Lowest. | Closing Price. |
|---|---|---|---|
| Malwa—New, ... ... ... ... ... ... ... ... | Tls. 440 | 438 | 440 |
| Old, ... ... ... ... ... ... ... ... | Tls. 450 | 450 | None in stock. |
| Patna—New, ... ... ... ... ... ... ... ... | Tls. 492 | 488 | 488 |
| Old, ... ... ... ... ... ... ... ... | Tls. 478 | 470 | 478 |
| Persian, ... ... ... ... ... ... ... ... | Tls. — / | — | — No demand. |

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## EXPORTS.

**TEA.**—There is little of interest to report concerning the business of the past fortnight.

Our Export to date, as compared with that of last season, is as follows:—

| | | | |
|---|---|---|---|
| To Great Britain | —Black | 5,000,000 lbs. | Deficiency. |
| Do. | —Green | 2,865,000 ,, | Excess. |
| To America | —Black | 619,000 ,, | Deficiency. |
| Do. | —Green | 2,450,000 ,, | Excess. |

**Black.**—Settlements amount in all to 4 chops (2 of common Hohow and 2 of Ningchow). Settlements, 774 chests. Stock (against 586 chests last year), 156 chests.

The following prices have been paid:—

| | Ex., 5s. 11d. | Freight, £3. | Against 1872. |
|---|---|---|---|
| Hohows | Tls. 14¾ *a* 15 | 10¾d. *a* 11d. | |
| Ningchows | Tls. 18 *a* 19 | 1s. 0¾d. *a* 1s. 1¼d. | 1s. 0¼d. *a* 1s. 1d. per lb. |

**Green.**—There has been a fair demand, and the market is swept bare of Fychow and Moyune kinds, of which, however, some 2,000 ½-chests have yet to arrive to finish the season's supply.

About two-thirds of the settlements are destined for America, the remainder for London. Prices paid shew much about the same value as at date of last mail.

Pingsueys and Shanghai packed are as good as finished, though we expect to see a further few hundred packages of the latter class placed on the market.

| | | | | Against 1872. |
|---|---|---|---|---|
| Settlements—Pingsueys | 516 ½-chests. | Stock— | 306 ½-chests. | ... ½-chests. |
| Shanghai-packed | 404 do. | | 280 do. | 700 do. |
| Fychows, Moyunes, &c. | 7,562 do. | | ... do. | 2,100 do. |
| Total | 8,482 ½-chests. | | 586 ½-chests. | 2,800 ½-chests. |

Prices paid have been—

| | Ex., 5s. 11d. | Freight, £3, London. | New York Freight, £3. |
|---|---|---|---|
| Pingsueys | Tls. 34 *a* 42¾ = 1s. | 10½d. *a* 2s. 3½d. = 47½ *a* 58¾ | cents. per lb. |
| Shanghai-packed | Tls. 28½ *a* ... = 1s. | 6¾d. *a* ... = 39¾ *a* ... | ,, |
| Fychows, Moyunes, &c. | Tls. 28½ *a* 40½ = 1s. | 7d. *a* 2s. 2½d. = 40 *a* 55¾ | ,, |

Export to Great Britain is as under—

| | 1872-73. | 1871-72. | 1870-71. |
|---|---|---|---|
| Black | *65,081,449 lbs. | 70,130,604 lbs. | 61,642,390 lbs. |
| Green | 10,738,891 ,, | 7,873,974 ,, | 7,498,485 ,, |
| | 75,820,340 lbs. | 78,004,578 lbs. | 69,140,875 lbs. |

Export to United States and Canada—

| | | | |
|---|---|---|---|
| Black | 1,277,164 lbs. | 1,896,639 lbs. | 618,877 lbs. |
| Green | 22,240,168 ,, | 19,790,458 ,, | 18,069,745 ,, |
| | 23,517,332 lbs. | 21,687,097 lbs. | 18,688,622 lbs. |

**Total Export to Great Britain from all China, is as follows:—**

| | | | |
|---|---|---|---|
| From Shanghai to date | 75,820,340 lbs. | 78,004,578 lbs. | 69,140,875 lbs. |
| ,, Foochow 19th Feb. | 52,231,792 ,, | 47,006,225 ,, | 47,280,483 ,, |
| ,, Canton 17th Feb. | 19,857,185 ,, | 15,974,815 ,, | 11,278,823 ,, |
| | 147,909,317 lbs. | 140,985,618 lbs. | 127,700,181 lbs. |

* In these figures the cargoes of the *Lahloo* and s.s. *Parnassus*, lost, are included—2,7 9,380 lbs.

**SILK.**—The latest advices received from Europe are dated 21st inst., reporting the London silk market "quiet, little inquiry; No. 3 Tsatlees, 27/3; Red Peacocks, 23/0."

During the past fortnight buyers being more ready to operate, about 1,000 bales have been settled, some of which is for America. This business has no doubt been induced by the present very low rate of exchange, silk being sent instead of remittances. All classes have been sought for, best grades being in special request, but owing to their great paucity, purchasers have been obliged to fall back on commoner sorts.

Native holders have been very firm throughout, but no decided advance in prices can be reported. No arrivals from the interior have taken place for some time past, and our stock is reduced to about 700 bales.

## OUTPORTS.

**HANKOW.**—The following valuable paragraph from the Chamber of Commerce Report of 19th instant, cannot be improved on:—"Imports—The improved demand anticipated in our last has not yet set in, and a small business only has resulted at about former rates, though the more favorable news latterly received from Shanghai is now generally tending to strengthen the market." The natives in Shanghai have received no better advices; but their latest dates are nine days old, and they seem confident that the next inward river steamers must bring better accounts of the market.

**TIENTSIN.**—Business was resumed on the 10th of the current moon — 7th instant—to which date the native advices extend. The general tenor of their correspondence is favorable; Common Chops of 8¼ lbs. Grey Shirtings had been sold at Tls. 1.92 = 1.94, which is an improvement on the closing rates of last year. White Shirtings and English Jeans were also wanted, at rather better prices, and altogether the aspect of the Tientsin market is brighter than it has been for a length of time past.

**CHEFOO.**—The steamer *Nanzing* arrived here yesterday, having left Chefoo on the 21st—Friday last. Foreigners report little that is interesting, but the native letters are of an encouraging nature, and advise paying rates for the plain cottons lately sent thither for sale.

**JAPAN.**—At YOKOHAMA, by last accounts, a fair business had been done in 8¼-lbs. *Grey Shirtings* for local consumption and for re-exportation to Kobe. For *Yarns*, an active demand, to some extent speculative, had been experienced, and prices had improved about $1½ *a* 2 per picul, the market closing quiet but steady at the advance. "*Black Velvets*, in little enquiry, at declining rates; *Fancy Goods* and *Woollens* neglected; Turkey Reds, saleable at $0.90 *a* $1 per lb.; *Cotton*, in no enquiry." *Lead* in some demand for re-export. Stock reduced to 650 piculs. *Exchange*—Very little business of any kind to report. *Sterling* 6 months' sight Bills, 4s. 0¾d. On Shanghai the bank rate was quoted Tls. 75 per $100. Silver Yen, 4½ per cent. discount. The HIOGO and NAGASAKI advices are very similar in nature to the above. The market for imports at both ports was dull and prices unremunerative.

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# COMMERCIAL POSTSCRIPT.

February 27, 1873.

Arrivals—(Not given above).—February 25th, *Sydenham*, from Sydney. English mail of 10th January.

Departures—(Not given above).—None.

Silk.—The English mail steamer takes about 230 bales, and the American mail steamer 106 bales.

Exchange closes with a very slight variation on rates given above. On London, Bank Bills, at sight, 5s. 9d.; 6 months' sight, 5s. 10¼d. a 5s. 10⅜d.; Credits, 6 months' sight, 5s. 11d. a 5s. 11¼d.; Bills with Documents, 6 months' sight, 5s. 11¼d. On Paris, Bank, 6 months' sight, Frs. 7.57; Private, Frs. 7.65. On India—Bombay Bank, demand, Rs. 302½; Calcutta Bank, demand, Rs. 302½. On Hongkong, Bank Bills, demand, 24⅜ per cent. discount; Private, 15 days' sight, 25¼. Mexican dollars—Sh. Tls. 77.35 per 100. Carolus dollars—Sh. Tls. 79.70 per 100. Gold Bars, 98 touch, Tls. 169. Bar Silver, Tls. 111.30. Copper cash, 1,600 per tael.

Shares.—There has been a considerable decline in many stocks, and the tendency seems to be to bear the market. The Report of the Hongkong and Shanghai Banking Corporation appears to have caused depression in other things, and with the exception of the China Coast Steamer Company and Yangtsze Insurance Company, rates are quoted lower. It is rumoured that the Report of the S. S. N. Co. will be very favourable, but the possible competition during the coming season weakens this stock, and rates have been forced down to Tls. 35½ prem. for June and July. Quotations rule—Hongkong & Shanghai Banks, $125 paid, 59½ % prem. S. S. N. Co., Tls. 100 paid, Tls. 30 prem. U. S. N. Co., Tls. 100 paid, 96 for cash. North-China Steamer Co., Tls. 100 paid, Tls. 42 discount for cash. Shanghai Gas Co., Tls. 100 paid, Tls. 44 prem. French Gas Co., Tls. 50 paid, Tls. 11 prem. Yangtsze Insurance Co., Tls. 500 paid, Tls. 275 prem. China & Japan Marine Insurance Co., Tls. 100 paid, Tls. 17 prem. Hongkong Fire Insurance Co., $200 paid, $360 prem. Shanghai & Hongkew Wharf Co., Tls. 100 paid, Tls. 52 prem.

The weather has been wet and variable. On Monday night—a violent thunderstorm passed over. Yesterday and to-day we have experienced sunshine. Average thermometer during past seven days—maximum, 52; minimum, 40. Against last year—maximum, 48; minimum, 38.


All who suffer from Indigestion should use
NORTON'S
CAMOMILE PILLS.
Sold everywhere.
Bottles 1s. 1½d., 2s. 9d., and 11s.

2de

ENGLISH GOODS
(Via Suez Canal)
AT CHEAPEST RATES.

D. NICHOLSON & COMPANY,
Silk, Woollen and Manchester Warehousemen,
India, Colonial and Foreign Outfitters,
50 to 52, St. PAUL'S CHURCHYARD
(Corner of Cheapside), LONDON.
Established 1843,
Invite attention to their Illustrated 120 page Catalogue, sent Post Free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description.
Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.
Contractors for Military and Police Clothing and Accoutrements.

| | |
|---|---|
| Household Furniture, | Boots and Shoes, |
| Musical Instruments, | Wines, |
| Ironmongery, | Ales, |
| Fire-arms, | Beers, |
| Agricultural Implements, | Preserved Provisions, |
| Cutlery, | Stationery, |
| Carriages, | Books, |
| Saddlery and Harness, | Toys, &c., &c. |

Shipped at lowest Export Prices.
Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.
Foreign Produce Disposed of for a Commission of 2½ per cent.
Price List can be had of Messrs. Wheatley & Co., Bombay, and the office of the *Englishman* Newspaper, Calcutta.
D. NICHOLSON & Co.,
50, 51, & 52, St. Paul's Churchyard, London.
Terms:—Not less than 50 per cent. to accompany Indents, and Balance against Bills of Lading.
Special advantages to Hotel Keepers and Regimental Messes.
16my-73 34 17th May, 1872.

PHŒNIX FIRE OFFICE.

ON and after this date, the above Office will allow a discount of 20 per cent. on all Premia contributed.
WESTALL, BRAND & CO.,
Z *Agents.*
30ju-73 2081 Shanghai, 1st July, 1872.

The Royal Exchange Assurance, of London.

THE undersigned, having been appointed Agents of the above Corporation, are prepared to grant policies against Fire, at Current Rates, less 20 per cent discount.
BUTTERFIELD & SWIRE,
*Agents.*
3056 31mar Z Shanghai, 1st Oct., 1872.

STANDARD LIFE ASSURANCE COMPANY.

Established 1825.

THE undersigned beg to notify that the Board of Directors at this place have power to pass proposals for Assurance, on the Lives of Persons residing at any Port of China or Japan.
MILSOM & TOD
*Agents & Secretaries to the Local Board.*
114 Z Shanghai, 1st Jan., 1871.
n a-s-f (c.a.) 31de-73

Ocean Marine Insurance Company.

THE undersigned having been appointed Agents for the above Company, at this Port, are prepared to accept Marine Risks at Current Rates.
Z GILMAN & Co.
tf 2284 Shanghai, 30th Sept., 1870.
23jy-73 (c. a.) n 3-a-w

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

*Incorporated by Royal Charter and Act of Parliament.*
Established 1809.
Total accumulated Funds,
£2,526,803, Sterling.
Paid-up Capital, £250,000,
Fire Reserve Fund £528,803.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.
For further particulars, apply to
Z GILMAN & Co.
tf 2285 Shanghai, 1st July, 1872.
23jy-73 (c.a.) n 3-a-w

Phœnix Fire Insurance Company.

THE Undersigned Agents for the above Company, are prepared to grant Policies against Fire, on the usual terms and conditions, to the extent of £10,000 on any one building with its contents.
WESTALL, BRAND & Co.
Shanghai, 1st July, 1872.

Universal Marine Insurance Company Limited.
(Of London.)

THE undersigned having been appointed Agents for the above Company at this Port, Hongkong, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.
Z GILMAN & Co.,
*Agents.*
tf 2283 Shanghai, 30th Sept., 1870.
23jy-73 (c. a.) n 3-a-w

Yangtsze Insurance Association of Shanghai.

CAPITAL and SURPLUS—Tls. 765,000.

POLICIES granted on Marine Risks to all parts of the world, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 per cent. to Shareholders on Capital, and thereafter distribute among Policy-holders, annually, in Cash, ALL the profits of the Underwriting Business *pro rata*, to amount of premium contributed.
RUSSELL & Co.,
n 8-13jy Z 115 *Secretaries.*
31de-73 Shanghai, 3rd July, 1872.

Transatlantic Marine Insurance Company, (Limited) Berlin.

THE undersigned having been duly appointed Agents for the above Company, are prepared to issue Marine Policies to all parts of the world.
The attention of Shippers is called to the Low Rates of Premium charged for all Steamer Risks, besides which, a brokerage of (20) Twenty per cent. is allowed by this Company on all Premiums.
EDUARD SCHELLHASS & Co.
3707 Shanghai, 27th Nov., 1872.
n 3de 26no-73


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# J. & E. ATKINSON,

**WHOLESALE & EXPORT PERFUMERY & FANCY SOAP MANUFACTURERS,**

**24, Old Bond Street, London.**

**PRIZE MEDAL,**

The only Silver Medal for English Perfumery, Paris 1867.

"Cordova Exhibition, 1872.—Messrs J. & E. Atkinson's Goods obtained the only Medal for Perfumery."

**PRIZE MEDAL,**

**Established 1799.**

**LONDON 1862. PARIS 1867.**

**ATKINSONS' CELEBRATED EAU DE COLOGNE**

Is now manufactured in "Bond" and shipped duty free.

**ATKINSONS' ETHEREAL ESSENCE OF LAVENDER**

Is also manufactured in "Bond" and shipped duty free.

**Atkinsons' White Rose. Atkinsons' Frangipane and other Perfumes**

Are manufactured in "Bond" and shipped duty free.

**Atkinsons' Brown Windsor Soap. Atkinsons' Bears' Grease.**
**Atkinsons' Cold Cream. Atkinsons' Sachet Powders.**
**Atkinsons' Circassian Rose Opiate for the Teeth.**
**Atkinsons' Violet Powder. Atkinsons' Rose Toilet Powder.**
**Atkinsons' Perfumed Hair Oils of all odours.**

***Price List on application.***

**N.B.**—All Perfumes, Lavender Waters, Eau de Cologne, &c., are now manufactured in bond, and greatly increased discount allowed thereon.

**CAUTION.**—Messrs. J. & E. ATKINSONS' goods are LARGELY COUNTERFEITED, orders should therefore be sent direct or through Commission Houses of repute. Their goods are kept by all respectable dealers throughout the World.

16my-73 35 May 18th, 1872.

## SEVENTY YEARS OF SUCCESS

Have proved beyond question that

ROWLANDS' MACASSAR OIL

Is the best and safest Restorer and Beautifier of the Human Hair.

Perfectly free from any poisonous or mineral admixture, its certain good effects are lasting, even to the latest period of life, it prevents hair from falling off or turning grey, strengthens weak hair, cleanses it from scurf and dandriff, making it beautifully soft, pliable and glossy. Great caution is necessary to ask for ROWLANDS' MACASSAR OIL, and avoid all others, this being the only genuine. Price 3s. 6d., 7s., 10s. 6d., equal to four small, and 21s. per bottle.

CAUTION.

Each Bottle has a GLASS STOPPER, instead of the Cork as formerly. All with the CORK are SPURIOUS IMITATIONS. This Notice is deemed necessary, as the Proprietors have received intimation that a large quantity of Counterfeit, of the most pernicious quality, has lately been sent from France and Germany to India and the Colonies under their names.

## ROWLANDS' ODONTO,

Or PEARL DENTRIFICE, preserves and beautifies the Teeth, strengthens the Gums, and gives a pleasing fragrance to the Breath. It eradicates Tartar from the Teeth, removes spots of incipient decay, and polishes and preserves the enamel, to which it imparts a PEARL-LIKE WHITENESS.

## ROWLANDS' KALYDOR.

An Oriental Botanical Preparation. This Royally-patronised and Ladies' esteemed Specific realises a Healthy Purity of Complexion and a Softness and Delicacy of Skin. Soothing, cooling, and purifying, it eradicates all Cutaneous Eruptions and Discolourations. Price 4s. 6d. and 8s. 6d. per bottle. Sold by all Chemists and Perfumers, and at all Bazaars throughout China and Japan.

## ROWLANDS' ESSENCE OF TYRE

never fail to produce immediately a perfect change in Red or Grey Hair, Whiskers, Eyebrows, &c., to a beautiful glossy and permanent Brown or Black, which colour remains so durable that neither washing or perspiration can remove it. Price 4s., 7s. 6d. and 10s. 6d. per bottle.

All these articles have been used and justly appreciated by all the Sovereigns and Courts of Europe, the Pope of Rome, and the aristocracy of the world, during the last seventy years, being of inestimable value to those who have once used them. They are sold by all Chemists, Perfumers and Bazaars throughout India, the Colonies and South America.

"Ask for ROWLANDS' ARTICLES."

**A. ROWLAND & SONS, 20 Hatton garden, London.**

5jy 73 July 6th, 1872. 49

## Health for a Shilling,

BY THE USE OF

## HOLLOWAY'S PILLS!

IF your *Liver* be sluggish take Holloway's Pills. Should your *Stomach* be deranged, these Pills, if taken, will act like a charm. Is your *Blood* impure? here again is your remedy.

In the hand-to-hand struggle for existence, in the present day, good health is every thing; when it is lacking all enjoyment is excluded, and competency is too often reduced to poverty. Holloway's purifying, digestive, and laxative Pills are admirably adapted for restoring soundness to invalids, whose functions are so feebly or irregularly performed that life itself seems most precarious. The Stomach has its many maladies removed by a judicious use of the Pills,—the torpid Liver is roused by them to active secretion,—the Kidneys are kindly encouraged to greater activity,—the Bowels are gently stimulated, and every other organ subserving digestion is placed at its natural standard and better fitted for its duties.

The old, the young, the rich, the poor, whether soldier or civilian, who may suffer from the consequences arising from over indulgence at the table or otherwise, will find that, if health can possibly be restored, these patent Pills (taken according to the printed direction) will prove their infallibility.

## The Friend to all,

## HOLLOWAY'S OINTMENT.

Has there ever been a malignant sore, an old ulcer, or a wound of any kind to which this unrivalled "Heal all" has been applied in vain; "certainly not", answer grateful thousands. Even those ulcerous sores arising from nameless causes which sap the very existence of the young and strongest, and which a course of Mercury can never cure, always yield to the influence of this renowned Ointment, when perseveringly used in conjunction with the Pills.

For aches or pains, contracted and stiff joints,—for coughs and colds (which latter often settle upon the chest, producing fatal consequences) let the afflicted parts be effectually rubbed with the Ointment, as salt in into meat, and a certain cure will only be a question of time and patience. tf 41

## Dysentery, Cholera, Fever, Ague, Coughs, Colds, &c.

**Dr. J. Collis Browne's Chlorodyne.**

REMEDIAL USES AND ACTION.

THIS INVALUABLE REMEDY produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effects and wonderful cures, while Medical men extol its virtues most extensively, using it in great quantities in the following diseases:—

Diseases in which it is found eminently useful—Cholera, Dysentery, *Diarrhœa*, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec. 1865) that in nearly every case of Cholera in which Dr. J. Collis Browne's Chlorodyne was administered, the patient recovered.

Sole Manufacturer, J. T. DAVENPORT,
33, GREAT RUSSELL STREET, BLOOMSBURY, LONDON.

Sold in bottles at 1s. 1½d., 2s. 9d., and 4s. 6d.

Agents for Shanghai—Messrs. WATSON, CLEAVE & Co.

,, Hongkong—Messrs. WATSON & Co.

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# SHANGHAI SHIPPING INTELLIGENCE.

## ARRIVALS

(SINCE REPORT PER LAST ISSUE.)

| Date. | Ship's Name. | Flag & Rig. | tons | Captain. | From | Sailed. | Cargo. | Consignees. |
|---|---|---|---|---|---|---|---|---|
| Feb. 19 | Kiangse | Am str | 574 | Pratt | Ningpo | Feb 18 | General | Russell and Co |
| ... 19 | Yangtsze | Br str | 782 | Comer | Hongkong, etc | ... 10 | do | Siemssen and Co |
| ... 19 | Sindh | Fr str | 1903 | Melizan | Hongkong, etc | ... 16 | Mails, etc. | Messageries Maritimes |
| ... 21 | Kiangse | Am str | 574 | Pratt | Ningpo | ... 20 | General | Russell and Co |
| ... 21 | Furst Bismarck | Ger bq | 355 | Kruzfeldt | Hamburg | Oct 2 | do | Wm. Pustau and Co |
| ... 21 | Chinkiang | Br str | 798 | Hogg | London, etc | Dec 5 | do | Siemssen and Co |
| ... 22 | Dragon | Br str | 472 | Paynter | Foochow | Feb 20 | do | Jardine, Matheson and Co |
| ... 22 | Paou Shun | Chi str | | | | | | |
| ... 23 | Shaftesbury | Am str | 524 | Blethen | Hongkong | ... 15 | do | Morris, Lewis and Co |
| ... 23 | Kiangse | Am str | 574 | Pratt | Ningpo | ... 22 | do | Russell and Co |
| ... 23 | Cadiz | Am str | 386 | Lowell | Swatow | ... 17 | do | Olyphant and Co |
| ... 24 | Golden Age | Am str | 1158 | Coy | N'saki, Hiogo, &c. | ... 21 | do | Geo. F. Bowman |
| ... 25 | Nanzing | Br str | 418 | Tulloh | Chefoo | ... 21 | do | Jardine, Matheson & Co |
| ... 25 | Annie Muriel | Br sch | 215 | Hayward | Nagasaki | ... 16 | Coals | *Nils Moller* |
| ... 25 | Seamew | Br bq | 465 | Cowan | Phillipines | Jan 16 | Timber | J. J. Buchheister |
| ... 26 | Hangchow | Am str | 595 | Lloyd | Hankow & Ports | Feb 21 | General | Russell and Co |
| ... 26 | Glengyle | Br str | 1265 | Lamont | Hankow & Ports | ... 23 | do | Olyphant and Co |
| ... 25 | Sydenham | Br sb | 1062 | Bristow | Sydney | Dec 19 | Coals | Augustine Heard and Co |
| ... 25 | Aden | Chi str | 507 | Conner | Swatow | Feb 20 | General | C. M. S. N. Co |
| ... 25 | Plymouth Rock | Am str | 768 | Simmons | Hankow & Ports | ... — | do | Russell and Co |

## DEPARTURES

(FROM THE ANCHORAGE AND WOOSUNG.)

| Date. | Ship's Name. | Flag & Rig. | tons | Captain. | Destination. | Cargo. | Dispatched by |
|---|---|---|---|---|---|---|---|
| Feb. 19 | Kiangloong | Am str | 774 | West | Hankow and Ports | General | Russell and Co |
| ... 19 | Kiangse | Am str | 574 | Pratt | Ningpo | do | Russell and Co |
| ... 20 | Glengyle | Br str | 1265 | Lamont | Hankow & Ports | do | Olyphant and Co |
| ... 20 | Portland | Br sh | 871 | Smith | Hiogo | do | Jardine, Matheson & Co |
| ... 21 | Meikong | Fr str | 1910 | Foache | Hongkong, &c. | Silk and General | Messageries Maritimes |
| ... 21 | Fire Queen | Am str | 1123 | Andrews | Hankow & Ports | General | Russell and Co |
| ... 21 | Ocean | Ger bq | 408 | Hoyer | Cnefoo | do | Wm. Pustau and Co |
| ... 21 | Nardoo | Br bq | 375 | Paul | Japan | do | Master |
| ... 21 | Craigforth | Br str | 862 | Scott | Kobe & Yokohama | do | Holliday, Wise and Co |
| ... 21 | Kiangse | Am str | 574 | Pratt | Ningpo | do | Russell and Co |
| ... 21 | Yangtsze | Br str | 782 | Corner | H'kong & Canton | do | Siemssen and Co |
| ... 21 | Glenroy | Br str | 1370 | Watts | Hongkong | Ballast | Gilman and Co |
| ... 22 | Namoa | Br str | 863 | Pitman | Amoy, Swatow &c. | General | Jardine, Matheson and Co |
| ... 22 | Waahi | Br str | 221 | Castor | Nagasaki & Hiogo | do | Telge, Nolting and Co |
| ... 23 | G. Washington | Br bq | 411 | Ratsey | Nagasaki | do | Morris, Lewis and Co |
| ... 23 | Chusan | Br sb | 817 | Roy | Hongkong | Ballast | Wm. Pustau and Co |
| ... 23 | Moyune | Am str | 709 | Friend | Hankow and Ports | General | Russell and Co |
| ... 24 | Kiangse | Am str | 574 | Pratt | Ningpo | do | Russell and Co |
| ... 25 | Dragon | Br str | 472 | Paynter | Foochow | do | Jardine, Matheson and Co |

## MEN-OF-WAR IN HARBOUR.

| No. & Sec | Name. | Tonnage. | Commander | Flag & Rig. | Guns. | H. P. | Men. | Date of Arrival. | Where from |
|---|---|---|---|---|---|---|---|---|---|
| 3 c | Cadmus | 1466 | W. H. Whyte | H.M. corv. | 17 | 400 | 220 | Oct 4 | Cruise |
| 2 s | Couleuvre | 500 | Pougin de Maisonneuve | Fr. g-b. | 3 | 100 | 30 | Sep 15 | Chefoo |
| 3 s | Curlew | 665 | Digby | H. M. ship | 3 | 160 | 80 | Feb 12 | Ningpo |
| B N Y | Dove (paid off) | 120 | | H.M.g-b. | | | | Jan 23 | Ningpo |
| 3 c | Iroquois | 1000 | Adams | Am corv | | | | Dec 13 | |
| 3 p | Saco | 900 | E. Terry | U. S. ship | 3 | 100 | 150 | May 6 | Yokohama |

## TUG BOATS PLYING FOR HIRE.

| No. & Sec | Name. | Commander. | Flag. | Tonnage. | Agents. | Private Signal (to be Hoisted at Fore.) |
|---|---|---|---|---|---|---|
| | Bunker Hill | Ryder | British steamer | 68 | J. S. Baron | No. 4 Marryat's Code. |
| | Fairy—(laid up) | | British steamer | 45 | A. R. Tilby and Co | Telegraph Flag Do. |
| | Rocket | Hadler | British steamer | 76 | S. C. Farnham and Co | Do. Do. |
| | Fokelin | Murray | British steamer | 70 | Morris, Lewis and Co | No. 1 Marryat's Code. |
| | Samson | Pike | American steamer | 80 | Fraser and Co | No. 3 Do. |
| | Fuh-le | Kirby | British steamer | 80 | J. S. Baron | No. 2 Do. |
| | Orphan | McCaslin | American steamer | | S. C. Farnham and Co | No. 7 Do. |

*Edited by* R. S. Gundry. *Printed and Published at the "North-China Daily News" Office, Shanghai.*

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# COTTON.

| | Cleared. | Hongkong. Export | Hongkong. Re-export. | Hongkong. Transhipped. | Coast & Riverine Ports. Export. | Coast & Riverine Ports. Re-export. | Coast & Riverine Ports. Transhipped. | Japan. Export. | Japan. Re-export. | Japan. Transhipped. | Total. Piculs. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | 12,356.01 | .. | .. | 250,398.37 | .. | .. | 5,000.50 | .. | .. | 267,754.86 |
| Subsequent Shipments | | 635.16 | .. | .. | 4,571.60 | .. | .. | .. | .. | .. | 5,206.76 |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | | 12,991.17 | .. | .. | 254,969.97 | .. | .. | 5,000.50 | .. | .. | 272,961.64 |

# OPIUM.

## OPIUM RETURN FOR WEEK ENDED 22ND FEBRUARY, 1873.

### IMPORTED.

| | Malwa. Chests. | Malwa. Weight. | Patna. Chests. | Patna. Weight. | Benares. Chests. | Benares. Weight. | Persian. Chests. | Persian. Weight. |
|---|---|---|---|---|---|---|---|---|
| Imported and stored on board Receiving Vessels | .. | .. | 125 | 150.00 | 207 | 386.40 | .. | .. |
| Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed | .. | .. | .. | .. | .. | .. | .. | .. |
| Imported direct to the shore | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | .. | .. | 125 | 150.00 | 207 | 386.40 | .. | .. |
| Landed from Receiving Vessels and intended chiefly for Local consumption and Imported direct to the Shore | 42½ | 42.50 | 114 | 136.80 | 75 | 90.00 | .. | .. |

### RE-EXPORTED.

| Description. | Chinkiang. Chts. | Chinkiang. Wght. | Kiukiang. Chts. | Kiukiang. Wght. | Hankow. Chts. | Hankow. Wghts. | Chefoo. Chts. | Chefoo. Wght. | Tientsin. Chts. | Tientsin. Wght. | Newchwang. Chts. | Newchwang. Wght. | Ningpo. Chts. | Ningpo. Wght. | Foochow. Chts. | Foochow. Wght. | Hongkong. Chts. | Hongkong. Wght. | Total. Chts. | Total. Wght. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Malwa | 170 | 170.00 | [illegible] | 56.00 | 67 | 67.00 | .. | .. | .. | .. | .. | .. | 172 | 172.00 | .. | .. | .. | .. | 467 | 467.00 |
| Patna | 2 | 2.40 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2.40 | .. | .. | .. | .. | 6 | 6.00 |
| Benares | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2.40 | .. | .. | .. | .. | 2 | 2.40 |
| Persian | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Malwa (Re-exported from shore.) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 172 | 172.40 | 56 | 56.00 | 67 | 67.00 | .. | .. | .. | .. | .. | .. | 177 | 176.80 | .. | .. | .. | .. | 474 | 475.40 |

# FREIGHTS

## FROM SHANGHAI DURING THE PAST FORTNIGHT.

| Name of Vessel. | Flag. | Rig. | Tons. | Voyage. | Lay Days. | Rates. | Remarks. |
|---|---|---|---|---|---|---|---|
| William Turner | British | Barque | 431 | Monthly Charter for 6 months | — | $ 1,500.00 | Per month. |
| Charley | ,, | ,, | 350 | Hakodadi and back | — | Private | Terms. |
| Portland | ,, | Ship | 671 | Hiogo to Amoy or Hongkong | — | ,, | ,, |
| Lady Belmore | ,, | Brig | 254 | Chefoo to Swatow and back to Shanghai | 38 | $ 0.25 | Per picul. |
| Lunan | ,, | Barque | 361 | Shanghai to Tientsin | 10 | 2,020.00 | In full. |
| Nardoo | ,, | ,, | 375 | Nagasaki and back | 25 | 3.00 | Per ton, Coal. |
| George Washington | ,, | ,, | 411 | ,, ,, | 20 | 3.25 | ,, ,, |
| Galveston | American | ,, | 622 | ,, ,, | 22 | 3.25 | ,, ,, |
| ady Louisa | British | Ship | 542 | ,, ,, | [illegible] | 3.25 | ,, ,, |

# Shanghai Tea, Silk, Cotton and Opium Returns for Season Commencing June 1, 1872.

*From Imperial Maritime Customs.*

## TEA

### TO GREAT BRITAIN.

| Ship. | Cleared. | Destination. | Congou. | Dust. | Pekoe. | Total Black. | Japan. | Sorts. | Young Hyson. | Hyson. | Twankay. | Imperial. | Gunpowder. | Total Green. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | | 380,783.66 | 1,507.00 | 131.36 | 382,422.08 | 5,124.27 | .. | 23,418.87 | 5,898.18 | 673.00 | 6,411.67 | 33,648.21 | 80,174.80 |
| Glaucus (Additional) | Jan. 16 | London | 32.96 | .. | .. | 32.96 | .. | .. | .. | .. | .. | .. | .. | .. |
| Deucalion | Feb. 13 | Do. | 144.02 | .. | .. | 144.02 | .. | .. | 473.02 | 63.93 | .. | 74.85 | 598.71 | 1,211.12 |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | Total | 380,960.64 | 1,507.00 | 131.36 | 382,599.06 | 5,124.27 | .. | 28,892.49 | 5,962.11 | 673.00 | 6,846.52 | 34,246.92 | 81,385.92 |

### TO UNITED STATES.

| Ship. | Cleared. | Destination. | Congou. | Dust. | Leaf. | Total Black. | Japan Unclassed. | Young Hyson. | Hyson. | Leaf. | Twankay. | Imperial. | Gunpowder. | Total Green. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | | 8,985.28½ | 7.76 | 731.80 | 9,724.84½ | 5,313.11 | 79,739.98 | 8,814.07 | 78.04 | 3,815.81 | 21,755.56 | 42,036.49 | 161,553.66 |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | Total | 8,985.28½ | 7.76 | 731.80 | 9,724.84½ | 5,313.11 | 79,739.98 | 8,814.07 | 78.04 | 3,815.81 | 21,755.56 | 42,036.49 | 161,553.66 |

### TO HONGKONG, COAST PORTS, &c.

| Ship. | Cleared. | Destination. | Congou. | Dust. | Brick. | Total Black. | Unclassed. | Young Hyson. | Hyson. | Leaf. | Twankay. | Imperial. | Gunpowder. | Total Green |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total as per last Report | | | 27,094.37½ | .. | 76,826.96 | 103,923.13½ | 75.06 | 86.93 | 4,407.00 | 333.87 | .. | 16.63 | 396.84 | 5,406.36 |
| Avoca | Feb. 13 | Bombay | 58.37 | .. | .. | 58.37 | .. | .. | 165.27 | .. | .. | .. | .. | 165.27 |
| Delta | Jan. 30 | Do. | .. | .. | .. | .. | .. | .. | 33.01 | .. | .. | .. | .. | 33.01 |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | | Total | 27,152.74½ | .. | 76,826.96 | 103,981.50½ | 75.06 | 86.93 | 4,695.28 | 333.87 | .. | 16.63 | 396.84 | 5,604.66 |

## SILK.

| | To Great Britain. | To Marseilles and Continent. | To America. | To Hongkong, Coast Ports, &c., | Total China. | Japan Transhipped. | Grand Total. |
|---|---|---|---|---|---|---|---|
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | Bales |
| Total as per last Report | 35,866 | 10,826 | 3,394 | 1,658 | 51,744 | 258 | 52,002 |
| Subsequent Shipments | 290 | 40 | 5 | 98 | 433 | .. | 433 |
| | .. | .. | .. | .. | .. | .. | .. |
| Total | 36,156 | 10,866 | 3,399 | 1,756 | 52,177 | 258 | 52,435 |

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